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REMARKS,
In SUPPORT of the
NEW CHART
OF
NORTH *and* SOUTH
AMERICA;
IN
SIX SHEETS.

By J. GREEN, Esq;

L O N D O N:

Printed for THOMAS JEFFERYS, Geographer to his Royal Highness the
PRINCE of WALES, at the Corner of St. Martin's-Lane, near Charing-
Cross. MDCCLIII.

R. E. M. A. R. K. S.

In Support of the

N. E. W. C. H. A. R. T.

O. F.

N. O. R. T. H. a. n. d. S. O. U. T. H.

A. M. E. R. I. C. A.



S. I. X. S. H. E. E. T. S.

By J. GREEN, Esq.

L. O. N. D. O. N.

Printed for Thomas J. Green, Geographer to the Royal Highness the Prince of Wales, at the Corner of St. Martin's Lane, near Coventry-
Gate. MDCCCLIII.

ADVERTISEMENT.

AS I had not the Good-luck to receive Mr. *Bellin's* Collection of his *Memoirs*, before my Remarks on the Chart of *America* were finished ; so the Postscript thereto, containing Reflexions on Messieurs *Buache's* and *De L'Isle's* Map of the *Countries to the North of the South-Sea*, was printed-off before I had a Sight of the *Explanation* *, which accompanied it : For as this Map, which came Post from *Paris*, was sent without the Explanation, I therefore concluded that it had been published without any ; and it was by great Accident that I came to know there was one, before the present Memoir, then ready for Publication, was exposed to Sale.

But now that I have seen Mr. *De L'Isle's Explanation*, I find nothing in it which may oblige me to retract the least Tittle of what I have advanced in the Postscript. Far from explaining, as by the Title might have been expected, what concerns the Discoveries ascribed to Admiral *De Fonte*, we are referred for his Vouchers to a subsequent Memoir ; and there is not the least Mention made of the vast Inland-Sea, which takes-up so much Room in his Map. However, Mr. *De L'Isle* has inserted one Authority in his *Explanation*, which must go farther in deciding the Matters in question, than all others which he may be able to produce : in reality the only Thing which can decide them ; and that is the Letter ascribed to *De Fonte*, containing a Relation or Journal of the Voyage itself, translated from an *English* Manuscript Copy, transmitted to him from *London* thirteen Years ago.

What I charge in the Postscript is, that Mr. *De L'Isle* has placed the Discoveries ascribed to *De Fonte*, 10 Degrees more North than he ought to have done, in consequence of placing *Rio del Reyes*, or *de los Reyes*, in Latitude 63, instead of 53. Now, as the single Point in question is, whether Mr. *De L'Isle* has placed that River conformable to the Journal or not, I turned to *De Fonte's* Letter, to see what Situation was given therein to the *Rio de los Reyes* ; and was surpris'd to find it marked 63 †. I concluded then, that the Error had been owing to the Copist, or Translator, putting one Figure for another ; and began to blame myself for having too-hastily charged Mr. *De L'Isle* with placing that River in Latitude 63, contrary to the Journal : which I did, by taking it for granted, that he was possessed of the original *English* Translation inserted in the *Memoirs for the Curious*, for

* Explication de la Carte des Nouvelles Decouvertes au Nord de la Mer Sud. par M. *De L'Isle* de l'Academie Royale des Sciences, &

Professeur de Mathematiques au College Royal, *Paris* 1752.

† Explicat. p. 14, l. 23.

April and June 1708: For however falsely *De Fonte's* Discoveries may be represented in the Map, in consequence of that Error; yet supposing it to have been originally in Mr. *De L'Isle's* MS. he could not justly be accused of deviating from the Journal, since he acted conformable to the Copy which he had of it.

Meantime, as, in comparing the Figures in the Page one with another, I perceived that the 6 in 63 had not the Appearance of other Sixes, either in the Shape or Situation, I began to inspect a little nearer into the Matter; and on Examination found, that the Number had been actually printed off 53, and the 5 changed afterwards into a 6 with the Pen. This, altho' dextrously managed in the Copy before me, will readily appear on observing the great Dissimilitude between the 6 in 63, and the 3 Sixes in the Lines immediately above and underneath; and how easily the 5 in 456, three Lines below, may be converted into such a 6 as is found in 63. As a farther Proof, the Body of that 6 hangs below the Line, in the same Manner as does the Tail of the 5, out of which it is made, contrary to the Disposition of the other Sixes; and indeed to the Nature of the Types, which will not in the ordinary Way of composing admit of such a Position.

Hence then it appears, that the Latitude of *Rio del Reyes* was set down 53 in the transmitted MS. and that, altho' Mr. *De L'Isle* affirms, Page 3, that *he has given the Journal as he received it*, yet he has corrupted it to serve his Purposes. In like manner as *Rio del Reyes* is in his Map placed in 63 Degrees of Latitude, according to that Corruption; it is also evident, that he has given to it, and in consequence thereof to the Lakes and Rivers mentioned in *De Fonte's* Voyage, a Situation too Northerly, by 10 Degrees; directly contrary to the express Letter of the Relation, as well as Design of the Voyage, conformable to my Charge. Notwithstanding which Mr. *De L'Isle* declares no less than twice*, in his *Explanation*, that on comparing *De Fonte's* Relation, with the Voyages of the *Russians*, he and Mr. *Buache* were surprized at the Conformity which they found between them: whereas it is demonstrable from the Premises, that the Voyage is exhibited quite contrary to the Journal, in almost every Particular, as I alledge in the Postscript; and that the Conformity, if any, was of their own contriving, nor did exist till the Alteration was made in the Figures, after the Sheet had been actually printed-off in *French*: so that the Relations in question were so far from corresponding when those Gentlemen first compared them, that in all Probability the Map itself was engraved before the Change of the Figure 5 into 6, on which the pretended Conformity depended, did at all take place.

However that be, it seems real Matter of *Surprize*, that two Persons of Mr. *De L'Isle's* and *Buache's* Figure in Literature, should undertake to make such an Alteration in the Journal, without acquainting the Public, and assigning their Reasons; and yet more so, that they should venture to make that Alteration in the printed Page, as if they thought it would never be taken notice of, or rather did not regard a Detection.

* P. 3 and 10.

'Tis true, as they had exhibited *De Fonte's* Discoveries in their Map contrary to the Journal, if the Number 53 had appeared in the Explanation, it would not only have contradicted that *surprising* Conformity, which Mr. *De L'Isle* had before boasted of, but indeed have contradicted the Map itself, and so overthrown their whole Scheme: therefore, as they had neglected to make the Alteration in either the *French* Translation, or the Proof at Press, they found themselves under a Necessity of doing it in the printed Page. It is lucky for us, that they did not chuse to reprint the Leaf; for if they had taken that Precaution, it might have produced a Controversy, which could not have been determined so easily in our Favour.

I shall only add farther, that this Piece of *Legerdemain*, (to give it no worse a Name,) confirms what on other Grounds I have said, p. 47, in the Postscript: that Messieurs *De L'Isle* and *Buache* gave no Credit to the Journal, and were conscious the Discoveries ascribed to *De Fonte* were spurious, at the same Time they adopted them. And indeed Mr. *De L'Isle* acknowledges, p. 3, of his *Explanation*, that the Journal contains several Things, which might call its Authority in question: But the Extract from the Registers of the Academy of Sciences, at the End thereof, speaks still more suspiciously in these Terms, *the Things contained in this Relation are of great Importance, provided it be authentic.*

For all this Mr. *De L'Isle* thinks it may be genuine, because Mr. *Ellis*, (Author of Captain *Moore's* Voyage to *Hudson's Bay*, in 1747) thinks it so*; and because Mr. *Ellis* thinks so, he concludes, that the *English* in general are of the same Opinion. It is thus Mr. *De L'Isle* creates to himself imaginary Motives of Credibility, for want of real ones; and these Motives, however insignificant, are the only Authority which he has now to rest-on for the Veracity of the Journal, since the *surprising* Conformity of it with the *Russian* Informations has been proved to be fictitious. I could back this Proof with still stronger Evidence, drawn from the Extent, as well as Situation, given by Messieurs *De L'Isle* and *Buache*, to the Lake *Valasco*: for, to force a Conformity, and connect *De Fonte's* with the *Russian* Discoveries, they not only have placed it many Degrees out of its Latitude, in common with the other Discoveries; but, by mistaking or corrupting the obvious Meaning of the Journal, have assigned it most extravagant Dimensions. But of this enough at present.

On the whole, as Mr. *De L'Isle's* promised Proofs and Arguments in support of his Map, so far as concern *De Fonte's* Discoveries, are drawn from the *Russian* Informations above-mentioned; consequently they can be of no Avail to him,

* It would have been more to Mr. *De L'Isle's* Purpose to have quoted the Author of Captain *Smith's* Voyage (made in Company with Captain *Moore*) who has published *De Fonte's* Letter, with a large Comment, wherein its greatest Absurdities are vindicated in a very extraordi-

nary Manner. For Instance, Vol. II. p. 327, he asserts, that the sending a Person over Land, in Latitude 79, to the Head of *Davis's Straits*, carries not the least Air of Improbability with it: altho', from what I have observed in the Postscript, such a Journey seems utterly impracticable.

on this Occasion, since they can never reconcile it with either the Journal or Design, of the Voyage. However, in case when they appear, they should contain any thing material, tending to justify the Situation given in his Map to those Discoveries, I shall readily allow them all which can be fairly alledged in their Favour.

To conclude, the Facts above set-forth are of such an extraordinary Nature, that, for the Credit of the Parties concerned, for whose Merits I have a very great Esteem, I should have been silent; if the Security of Navigation, the Welfare of Geography, and my own Justification, three very important Motives, did not oblige me to take notice of them.

N. B. The Coasts of *America*, as exhibited in the first and third Sheets, vary in several Respects, from the Account which is given of them, p. 22 and 25, occasioned by the Alterations inserted from Mr. *De L'Isle's* Map, since the Remarks were printed. The Reader is desired also to correct the following Mistakes omitted in the *Errata*.

Page 23, Line 15, for 47, read 37; also the last line but two, after *Coast*, read, *till he came to 79 Degrees*.

P. 24, l. 6, for 65, r. 53.

P. 26, l. 32, after *was*, r. *to have been*, l. 42, after *are*, r. *to be its ancient Boundaries; these were*

P. 31, last Line but two, for *Print*, r. *Point*.

P. 33, l. 12, for *exactly*, r. *very well*.

P. 46, last Line but one, for *Northward*, r. *Westward*.

P. 47, l. 20, for *himself*, read *his Brother*. Last Line but two, after *De L'Isle*, r. *De la Croyere*.

P. S. Since the above Advertisement was printed, the Royal Society have recovered from Mr. *De L'Isle*, the Specimen of a New Map, sent by Post from *Paris*, the 30th of *November* last, wherein the Discoveries ascribed to *De Fonte*, and his Captains, are represented more conformable to the Journal than in that published by him, and Mr. *Buache*, in *June* before. In the Explanation also, which came along with it, the Latitude of *Rio del Reyes*, appears to be 53 Degrees, as it was printed off: So that the Corruption of the Figure 5 into 6, is tacitly confessed; and all the Objections, which, in Consequence thereof, I have made to the former Map, are allowed to be just. Mr. *De L'Isle* to excuse himself, pretends, that Mr. *Buache*, who drew the first Map, had departed from his Instructions: But, whether this be really the Fact? If Fact, how it came to be 5 or 6 Months; before Mr. *De L'Isle* rectify'd, gave Notice of, or perhaps found out such enormous Deviations? Which of the two Maps in Question, was the Map by him laid before the Royal Academy of Sciences in *April* 1750? And how far the pretended Discoveries of *De Fonte*, still are from being exhibited in his New-Map, according either to *De Fonte's* Journal, or his own *Memoires*? must be the Subject of another Enquiry.

December the 20th. 1752.

R E M A R K S,

REMARKS

In SUPPORT of the

NEW CHART of AMERICA

In SIX SHEETS.

INTRODUCTION.

THE *English* Charts of *America*, being for the general very incorrect, I came to a Resolution to publish some New ones for the Use of *British* Navigators. In making this Chart I consulted a great Number of other Charts, as well as Voyages antient and modern, foreign and domestic: Among the former, I particularly had an Eye to those of Mr. *Bellin*, the *French* Hydrographer, as they are the latest and most in Vogue at present.

The *French* have long engrossed the Care of Geography to themselves, and it must be confessed have brought it to greater perfection than any Nation in *Europe*. This is owing to the proper Encouragement which its Professors (never so numerous as at this Time) meet with in *France*: a Country so fruitful of Patrons for the Sciences. And indeed, without the Patronage of the Rich and Great, it is hardly possible, that the Sciences should ever thrive much in any Place; unless they who apply themselves to such Studies were all Men of Fortune, or at least in easy Circumstances, to pursue them at leisure, which rarely happens to be the Case.

Our Neighbours are particularly zealous for the Advancement of Geography, not only on Account of its Use for understanding History; but also, as they consider its Improvement of the greatest Importance to Trade, by the Security which it gives to Navigation. However it must not be thought that the *French* are the only People capable of improving the Sciences. It will appear from our Remarks, that the most important Corrections which we have made, have been owing to the Journals and Observations of *English* Navigators; and it is hoped this Performance will shew that we are as able to reform *Hydrography*, as they; provided any tolerable Encouragement was given to Artists: for want of which, Chart as well as Map-making, is fallen into the Hands of the Engravers, whose Skill consists in supplying the Print-sellers with their Productions in the most expeditious Manner, and at the lowest Rates.

But to return to Mr. *Bellin*: This Gentleman is at the Head of an Office in the *French Marine*, for depositing Charts and Plans, to be made use of for the Benefit of Navigation: a Regulation proper to be established in every Maritime, Trading Nation.

Nation *. The Count *de Maurepas*, being at the Head of the Marine, about the Year 1737; to remove the Complaints which at that Juncture lay against the *French* Charts, and provide an accurate Sett, for the Use of the King's Ships, ordered Mr. *Bellin* to undertake that Task, and publish by Degrees a Sett of New Charts, for all Parts of the Ocean: Which Task he has at length in a great Measure performed.

The Charts of his which we shall refer to in this Memoir, are his Chart of the *Western-Ocean*, published in 1738. It contains all the East Coast of *North-America*, from the Straights of *Bell-Isle*, between *Labrador* and *Newfoundland*, with part of the North and East Coast of *South-America*, as far as the Line: His Chart of the *Southern-Ocean*, in 1739, which includes the remainder of the Eastern Coast of *South-America*, to *Cape Horn*: His Chart of the *South-Sea*, in 1741: His Chart of the *Gulph of Mexico*, 1749: His Map of the World, in 1743, which comprises all *America* in small; and his Chart of the *North Seas*, in 1750.

As Mr. *Bellin* is in Possession of such considerable Helps; and many Observations, of the Longitude, as well as Latitude, have been made on the Coasts of *America*, especially on the East-side of the Northern *Peninsula*, and West-side of the Southern, I imagined that I should have had very few Alterations to make in his Charts, excepting in those Parts relating to the *British* Dominions; with respect to which it may be presumed, that we have more accurate Materials than the *French* can well be Masters of: But when I came to examine the other Coasts, I was surprized to find that Mr. *Bellin* had committed very gross Mistakes, partly by relying on certain Observations of the Longitude, which at best were very doubtful, and wanted to be verif'd; partly by depending on erroneous Charts, made by former Geographers, without giving them a due Examination; and partly, by either rejecting the accurate Journals of eminent Navigators, or else unreasonably straining them, in Favour of his own Ideas, and the doubtful Observations before-mentioned.

This is the Condition in which I found Mr. *Bellin's* Charts: Nor did the Matter appear to be mended by Mr. *Brouckner*, who in 1749 published a general Chart of the Sea-Coasts throughout the World, at *Berlin*, in Twelve Sheets, under the Patronage and at the Expence of the late General *Smeltaw*. For that Hydrographer, after improving the Coasts of *Siberia* from the *Russian* Discoveries, has done little else, so far as relates to *America*, than copy'd Mr. *Bellin*. Such great Imperfections discovered in our latest and most cryed up Performances, made me resolve to pursue my Design, lest the Use of these erroneous Charts, being introduced among our Navigators, might be attended with ill Consequences to the *British* Navigation.

In drawing Charts some imagine that Charts only should be consulted: As I am of a different Opinion, I had recourse also to the Maps; and must say in Praise of

* Mr. *Bellin* on this Occasion observes, in the Preface to his *Collection of Memoirs* (which did not come to Hand till these Remarks were finished) That it is difficult to correct the Charts effectually, since it requires extraordinary Helps, out of the Power of a private Man to procure,

and which those only who are at the Head of Affairs are able to provide. He adds, That there is no possibility of collecting all the Materials necessary for such a Design, but by establishing an Office for the Purpose, like that of Charts, Plans, and Journals, belonging to the Marine.

of those published by Mr. *D'Anville*, at the Expence of the late Duke of *Orleans**, That the Coasts of *America* are laid down in his Maps more exactly, for the Use of Navigation, than in any of the Charts. For although that eminent Geographer hath in common with others committed some Errors, in the Parts included in the *British* Discoveries about *Baffin's-Bay* and *Davis's-Streights*; yet he has every where else avoided all those gross Errors to be found in Mr. *Bellin's* Charts, from which his differ almost as much as mine. This great Disagreement among the Charts is owing principally to the Geographers being obliged to have recourse to Nautical Estimations of the Bearings and Distances (which in their Nature are very uncertain, often imperfect) to adjust the Positions of most Places on the Coasts throughout the Globe, for want of a sufficient Number of accurate Astronomical Observations, which only are capable of effecting that momentous End to any Degree of Certainty.

On the other Hand, if our Materials be ever so exact, yet the Accuracy necessary for Navigation will be wanting, unless a proper Projection be chosen. In Drawing this Chart therefore we have made use of that invented by our Countryman Mr. *Wright*, tho' unjustly ascribed by some Foreign Nations to *Mercator*, whose Name it bears†. This admirable Contrivance, which may be called *The True Nautical Chart*, exhibits the Bearing and Distance of Places, with no less Precision than the Situations; and one may be found with the same Ease as the other: seeing all the Circles of the Globe are reduced therein to straight Lines, without any of the Inconveniencies found either in the Planisphere, or the plain Projection, by two great a Contraction or Extension of Countries.

As without proper Vouchers no Work is of the least Authority or Value; and Charts are capable of carrying their own Credentials along with them, I have not only marked the Places, whose Situations have been determined by Astronomers or other accurate Observers, as Mr. *Bellin* has done; but have inserted Tables of the Observations themselves, as well as mentioned the principal Charts and Surveys made use of in Drawing our Chart, in order to shew the Authorities on which it is grounded. If this Improvement gives my Performance much Advantage over Mr. *Bellin's*, I presume it will receive some Augmentation also from the Comparative Tables, added to shew some of the most material Differences which there are between his Chart and mine. On this Occasion I must observe, that the better to compare our Chart with Mr. *Bellin's*, I have followed him, in computing Longitude from the Meridian of *Ferro*, which may be easily reduced to that of *London* by adding $17^{\circ} 35'$; and to that of *Paris* by adding $19^{\circ} 51'$. or for sake of the round Number 20 Degrees, the *Meridian-Distance* between those two Cities being $2^{\circ} 25'$.

It were to be wished that all the Proofs requisite to support our Chart, could be produced upon it: But as those which we have inserted, are not sufficient to justify

* We are told that *North-America*, consisting of Three Sheets, cost that noble Patron, for Drawing and Engraving only, no less than 1000 Pounds; and *South-America*, in Three Sheets also, the same Sum.

† The *French* call this kind of Projection *Carte Reduite*, which is that made use of by

Messrs *Bellin* and *Brouckner*. Mr. *D'Anville* employs a circular sort of Projection, which may be called a Dilatation of the *Horizontal Planisphere*, and is the most commodious for Maps, if not Charts, as it exhibits Countries and Places in their due Proportions, Figures, and Situations, nearly as exact as the Globe itself.

justify the Alterations we have made in those Parts, where Astronomical Observations and Surveys are wanting, I therefore judged it necessary to supply the Defect by Means of a Memoir drawn up from the Minutes I made of the most considerable Errors which I met-with in comparing Mr. *Bellin's* Charts, with the Journals of able Navigators. It is not to be expected that I should account for the Position of every Port, Cape, or Island, to be found in this vast Extent of Land and Water, containing no less than one half of the whole Terraqueous Globe: This would require a Volume instead of a Pamphlet; which, as it is, has swelled too much. In regard I have altered nothing in his Charts, but where I thought I could either mend or improve them, I have made no Remarks but where I have made Alterations: They who desire to be farther satisfied, especially with Respect to the Parts which I have not altered, or animadverted on, may have recourse to Mr. *Bellin's* Memoirs, accommodated to his Charts; wherein he has entered into more Detail.

On this Occasion I must observe, that Mr. *D'Anville* in his elaborate Analysis of his Map of *Italy*, promised to publish Explanations with all his Maps: But none have appeared with any which he has published since, being those of *Africa* and *America*: neither has he produced any Vouchers in the Maps themselves; nor so much as marked the Places * whose Situations have been determined; which Precaution alone, would be a Means to prevent one Geographer varying from another, without substantial Reasons: If therefore I have varied from him in some Points, or not followed him oftener than I have done, it may possibly be owing to those Neglects.

Mr. *Bellin* has indeed published Memoirs with his Charts, and marked the Places whose Longitudes or Latitudes have been determined by Astronomers: But he has neither given Tables of such Situations in those Charts, nor inserted them in his Memoirs; thinking it enough barely to name the Places, where Observations have been made †. 'Tis true, that in order to shew the Difference between his Chart and those of others, he sometimes specifies the Observations themselves, but this not frequently enough; being often content to say, that the Position of such and such Coasts, has been regulated by the Latitudes and Longitudes determined at such and such Places: That the Charts of *Thornton*, or *Vankeulen* err so many Degrees in laying down such a Port, so much more East or West than the Observations place it; or that by the Observations made at one Port, another ought to have such a Longitude. But of what Use or Authority can such a vague, obscure and perplexed Way of stating Things possibly be, unless the Observations themselves were particularly specified? And there is the more Necessity for this, as often through some Mistake of the Draftsman or Engraver, Places are found several Minutes out of their due Latitudes or Longitudes: And often those

* Possibly for fear of injuring the Beauty of his Maps, which indeed, are *Pinaca* in a strict Sense: For my Part I think these Marks give an Embellishment; as all Marks do which distinguish Places on Account of their Rank, Opulence, or any other remarkable Occasion: But supposing such Marks did in some small Degree impair the Beauty of a Map, is not

Instruction, and a Proof of Accuracy, to be preferred to Ornament?

† He sometimes mixes the Places where only the Latitudes have been observed, with those at which both the Longitude and Latitude have been observed, without distinguishing one Sort from the other; thinking it enough perhaps, that he has done it in his Chart.

those Situations cannot be found by a Chart, within 15 or 20 Minutes, if not more, on Account of the Smallness of the Scale.

In regard our Design at present relates wholly to *America*, we shall confine our Remarks, as well as Tables to it; contenting ourselves only to distinguish the Places, whose Situations have been determined on the Coasts of *Europe* and *Africa*, which fall within this Chart; and which will be exhibited intire, with the same Illustrations, in subsequent Productions.

For Sake of Method, I shall divide this Tract into Two Parts; the First relates to *North-America*, the Second to *South-America*.



PART I.

NORTH-AMERICA.

SEVERAL Astronomical Observations, both of the Latitude and Longitude, have been made in *North-America*, particularly at *Churchill River*, in *Hudson's Bay*; *Boston* in *New-England*; *New-York*; *New-Orleans*, on the River *Mississippi*, near its Mouth; *La Vera-Cruz*, in the *Gulph* of *Mexico*; and at *Puerto-Bello*, in the *Isthmus* of *Darien*, belonging to *Tierra-Firma*.

But, although these Observations serve to fix the general Situation of that Continent, yet they are not sufficient to regulate the Position of the several Coasts to that Degree of Precision which is requisite for the Security of Navigation: For Instance, we have not one Observation of the Longitude for the whole Western Coast of *North-America*, from *Panama*, Northward; nor more than Two, namely those made at *Boston* and *New-York*, for all the Eastern Coast, extending the Space of 1600 Leagues from *Cape Biscaino*, the most Southern Point of *Florida*, to the utmost Extent of *Greenland* North-Eastward, as far as known. To supply the Defect therefore of those sure Foundations, I have made use of Surveys, where they could be had; and for want of such Materials, have had Recourse to estimated Measures.

North-America, with the Seas and Islands surrounding it, takes up Four of the Six Sheets, which include the whole Continent, namely, the First, Second, Third and Fourth; and as we shall go gradually round the Coast, beginning Northerly, with the Parts nearest *Europe*, our Order leads us First to

The SECOND SHEET.

THIS Sheet comprises *Baffin's*, and *Hudson's-Bays*, with the Straits, Islands and Countries bordering on them, particularly *Labrador*, or *New-Britain* and *Greenland*. It is in the Parts contained in this Sheet that the Charts differ most among themselves; and we more from them, than they do from one another. However, pursuant to my Rule laid-down, not to make Alterations without an Occasion, I have given *Iceland*, the same Situation and Form, which it has in Mr. *Bellin's* Chart. It was taken from that of *Andrew Velleius*, which tho' published so long ago as 1585, is the best, and only one, at least, in any Detail, now extant. Its Latitude is adjusted by that of *Hola**, observed about the same Time by *Gundebrand* of *Thorlak*, Bishop of that City; and its Longitude from the Estimation of Navigators.

The Eastern Coast of *Greenland*, from Cape *Farewell*, its most Southern Point, as far as *Ollum Langri Frith*, is laid down from the Chart of *Egede*, published in 1741, and that of Mr. *Anderson* of the Imperial Academy, in 1750; compared with the Old Maps published by *Thormodeus Torseus*, in 1706; and some *Dutch* Charts of *Bleau* and others, about his Time, to which Mr. *Anderson* seems to have been much beholden: From *Ollum Langri* Northward we have consulted the same *Dutch* and *English* Charts, besides the Journals of *Hudson* and other Navigators.

The West Coast of *Greenland*, from Cape *Farewell*, as high as the Isle of *Waygats*; with the Coast of *James's Island*, to the pricked Lines, is drawn chiefly from *Egede's* Map of *Greenland*, from which, in this Part, that of *Anderson* is chiefly taken: But those Maps are very defective for want of the Names given to most of the Bays and Sounds, by the first Discoverers, which we have added or restored; particularly all those whose Latitudes were observed, as in the Table inserted in this Second Sheet.

Our Chart in this Part differs greatly from all preceeding it. Among other Corrections, we have discarded the Two great Streights, one called *Frobishers*, the other *Bear-Sound*, with which almost all the Charts crossed the Southern End of this Peninsula, in different Places. *Frobisher*, places his pretended Streight in 63°. 3'. in which he is followed by Mr. *Bellin*: But some put it a Degree higher, others a Degree lower, as Mr. *D'Anville*, who places two Sounds to the North of *Bear-Sound*. Others, as Captain *Middleton*, make no Streights higher than *Frobishers*, but insert one or two lower, besides that of Cape *Farewell*. But all these Streights except the last are merely imaginary, if we may depend on Mr. *Egede*, who tells us, "That he travelled by Land along the Western Coast, to the Southern Point of *Greenland*, in quest of those Streights, but could find none." It is probable *Frobisher* mistook *Eritb's-Firth* for a Streight, for he did not pass through it; or they were imaginations of his own, like *Friezeland*†, which he pretends

* See *Angrim Jonas* Descrip. *Iceland*. ap. *Purchas Pilgr.* vol. 3. p. 654.

† This Island had its Existence from the fabulous Relation of the *Zeni*, *Venetians*, who in the Year 1380 pretended to have found a very potent Prince there; and to have served him

in several military Expeditions, in which he conquered several neighbouring Countries. This imaginary Isle has been inserted in the Charts, as low down as that of Captain *Wood*, in 1670.

pretends to have seen, in 61 Degrees of Latitude, and 25 Degrees of Longitude, naming it *New-England*: For the Relation he has left is no regular Journal, but a rambling Account of his Voyage, which in some Places is to be suspected; without either Courses, Distances, Longitudes, or Latitudes, excepting those Two above-mentioned.

Mr. *Bellin*, in his Map of the World, has inserted the two Streights above-mentioned; and made the East Coast of *Greenland*, run North-Eastward in a Line from *Cape Farewell*, as far as *Gael's Bay*; where it turns to the North: But in his Chart of the *North-Seas* he has reformed those Errors by following *Anderson's* Map.

As to the Situation of *Cape Farewell*, the most Southern Point of *Greenland*, at the Entrance of *Davis's-Streights*, I place it in Longitude $26^{\circ} 30'$, which is 30 M. more West than Mr. *D'Anville* places it; But $1^{\circ} 30'$ more East than by Mr. *Bellin's* Map of the World, and 50 Minutes more East than by his Chart of the *North-Seas*. Captain *Middleton*, puts *Cape Farewell* one Degree more East; and Mr. *Egede* $2^{\circ} 20'$ more West than I have done.

The Streights of *Davis* extend from *Cape Farewell* Northward, as high as 72 Degrees, 30 Minutes, in all 13 Degrees; for so far that Navigator sailed up them: But Messieurs *Bellin* and *D'Anville* have contracted them unreasonably in their Charts, allowing them no more than 4 Degrees in length, viz. from 68 to 72 Degrees of Latitude, where *Baffin's-Bay* begins.

This Bay *, which so well deserves that great Navigator's Name, being one of the most noble Discoveries that ever was made, is laid down from his own Relation of the Voyage, performed by him under Captain *Bilot*, in 1616; not 22 and 24, † as some of the latest Charts, *English* as well as *French*, do mark it. No Part of the Ocean perhaps has been so erroneously, as well as differently, represented as this Bay, to which our Chart and Map-makers have ascribed almost all Sorts of Shapes and Dimensions. Some give it no fewer than 52 Degrees of Longitude, of which Number is *Sanfon* and Mr. *Bellin*, with his Copist *Brouckner*; some, as *Bleau* 44; *Allard*, and other *Dutch*, 40: *De l'Isle*, who in his first Maps, which *Senex* copied, made it 45, in his latter reduces it to 30 Degrees: Mr. *D'Anville* brings it down to 25; Captain *Fox* to 20; and *Moll*, thinking even that too much, reduces its Measure to 14 Degrees, which in that Latitude make but little more than 70 Leagues.

One may wonder from whence so great Variety and Uncertainty could have its Rise; since, although *Baffin's* Map and Journal, those Jewels, are lost by falling into the Hands of *Purchas*‡: Yet his Relation seems to require that it should have as much Extent as we have given it, that is, 41 or 42 Degrees, from East to West; and for the general, Foreigners have, in this Respect, followed his

* Some Geographers, and among the rest Mr. *De l'Isle*, say, it was named *Christian's-Bay*, by *Monk*, in 1619; altho' that *Dane* never was farther than *Hudson's-Bay*.

† See *Moll's* and *De l'Isle's* Maps of *America*, Captain *Middleton's* Chart, &c.

‡ This Collector, who has inserted so many

Paltry Maps, pretends he was hindered by the Expence, from publishing *Baffin's* Map and Journal. If there be any Remains of the Map or Chart extant, it is probably to be found in *James's* Chart; from which *Fox* seems to have copied, but without any Care

his Narrative more closely than the *English*. What I mostly admire at, is how *Fox*, who lived so near the Time of *Baffin*, came to contract it so unreasonably: This shews how much such Things have been neglected; and what Necessity there was, from the first, to have had an Office, for depositing the Charts and Journals, made by our Foreign Navigators.

If Mr. *Bellin* has exhibited the Extent of *Baffin's Bay*, from East to West, more exactly than Mr. *D'Anville*; with regard to the Extent from North to South, Mr. *D'Anville's* Map must have the Preference to the other's Chart, which puts *Diggs's Cape* in the Latitude of $74^{\circ} 40'$. instead of $76^{\circ} 35'$. He likewise makes it stretch Westward, to the very Middle of the Bay, at least 26 Degrees from the Eastern Coast; which is 15 or 20 Degrees more West than it ought to be placed: In this he seems to have followed *Sanfon* and the *Dutch*, from whom some of our *English* copied about the Middle of the last Century. Mr. *D'Anville* gives that Cape its just Latitude, agreeable to Mr. *Del'Isle*; but in placing it 20 Degrees more West than the East Coast, he seems not to have followed the Relation so exactly as his Predecessor, who makes the Distance but 10 Degrees. It is in order, if possible, to fix the Situation and Dimensions of this Bay, and prevent for the future such enormous Deviations, that I have added *Baffin's* Course round this Shore, with the Distances and Latitudes of the Places, which he touched at.

To return to *Davis's* Streights: I have placed Mount *Raleg*, conformable to the Relation of that Navigator's first Voyage, in $66^{\circ} 40'$. Mr. *Del'Isle* has done the same in his Maps: But the other Geographers have greatly deviated. Mr. *D'Anville* advances that Mountain to $67^{\circ} 20'$. Messieurs *Bellin* and *Brouckner* to 68: Nor have the *English* followed the Observer much closer. *Moll*, for Instance, puts it in $67^{\circ} 20'$. and what is still worse, on the West-side of *Cumberland Streights*: Captain *Middleton*, in $67^{\circ} 10'$. Far from being placed higher than $66^{\circ} 40'$, Mount *Raleg* ought rather to be put more than a Degree lower, according to the Journal of *Davis's* Third Voyage: For the 19th of July 1587, at Noon, he was in $65^{\circ} 20'$. At One o'Clock, [steering Southward] he had Sight of Mount *Raleg*; and about Twelve at Night was athwart of *Cumberland-Streights*. Again, in his Second Voyage: "Standing over from the *Greenland Side*, after running about 70 Leagues West, he fell in with the *American Shore*, in $66^{\circ} 19'$. and then coasting it Southward, came to a fair Promontory, in 65 Degrees of Latitude, to the South of which there was no Land; and here he had hopes of a thorough Passage. Sailing on, he at length discovered Land; and sometime after found himself by Observation, in $64^{\circ} 20'$." This Promontory seems to me to have been the Cape of *God's Mercy* (mentioned a little lower); and the Opening to the South, *Cumberland Streights*: For it tallies with the former Account; and from the Journals of *Davis's* three Voyages, it does not appear that there was any other great Inlet along the Coast, which he discovered, till he came to *Lumley's* *. Hence I have been tempted to think, that in the Relation of his first Voyage, the Latitude of $66^{\circ} 40'$. might have been inserted by Mistake, instead of $65^{\circ} 40'$.

However

* Captain *Middleton* indeed places *Lumley's* Inlet in the Latitude of this Opening.

However that be, Messieurs *D'Anville* and *Bellin*, have erred still more enormously, with regard to the Places mentioned by *Davis*, in the Neighbourhood of Mount *Raleg*. *Davis* informs us, that he anchored near this Mount, in a Road, which he called *Totness Road*, encompassed with a Sound, to which he gave the Name of *Exeter-Sound*: the *North-Foreland*, he called *Dyer's-Cape*; and the *South-Foreland*, or Cheek of the Sound, *Cape Walsingham*. August the Eighth, he Sailed S. S. W. and on the Eleventh, came to the Southermost Cape * of this Land, which he named, *The Cape of God's Mercy*.

According to this Account, the Three Capes of *Dyer*, *Walsingham*, and *God's Grace*, lay in a Line, from N. N. E. to S. S. W. As for their mutual Distance, the Second might have been Five Miles from the First; and the Third 30 or 40 Miles from the Second. Yet Mr. *Bellin* perverting this Order, not only makes *Cape Walsingham* the Southermost Point of the Coast; but places *Dyer's Cape* 2°. 24'. to the North; and the *Cape of God's Mercy*, 5°. 15'. to the West of it. Mr. *Bellin* fell into these enormous Errors, by following the Chart of *Lawrence Feykes Haan*, published by *Van Keulen*, which, tho' he affirms it to be the best extant, is, in reality, one of the worst, and made-up at Random from other Charts. 'Tis presumed Mr. *Bellin*, instead of taking ill these Remarks, will be obliged to me for them; since, in his *Observations on his Chart of the North-Seas*, he seems to invite † Persons to criticise his Charts.

In Consequence of placing Mount *Raleg* erroneously, *Cumberland-Streights* are likewise placed more Northward than they ought to be: Or perhaps it would be more proper to say Mount *Raleg* has been removed, in Consequence of removing *Cumberland-Streights*. To explain this, it must be observed, that although neither *Davis*, nor *Baffin*, saw any Land on the West-side of *Davis's-Streights*, from the 67th Degree of Latitude Northward ‖; doubtless, because hindered by the Ice, which they always had to the West of them: Yet, about the Middle of the last Century, Land was discovered on that Side, from 68 Degrees, to about 72 or 73, with a great opening to the Southward. This is called, in some Charts, particularly those of *Egede* and *Anderson*, *James's-Island*; and the Geographers fancied the opening to be *Cumberland-Streights*. In Consequence of this, they placed Mount *Raleg* near the South-East Point § of *James's-Island*, and accommodated the other Particulars found in *Davis's* Relation to those new Ideas, which they had conceived on the abovementioned Discovery. But it is demonstrable, from the Premises, that these cannot be the Streights in question, without supposing *Davis* to have erred to an Excess, in observing the Latitude, scarce to be imagined in so able a Navigator, who was twice or thrice upon the Spot. And this will, in some measure, justify me, in making Two Streights on the West-

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side

* He stopt by the Way, or made but very slow Sail; for by the Journal of his Third Voyage, it appears that he was but from Noon till Midnight, in running from the Height of Mount *Raleg*, to the Cape of *God's Mercy*.

† Ce qu'on vient de voir, me paroît suffisant pour faire voir, les sources où nous avons puisé les parties de detail, & mettre les Sçavans & les Navigateurs en état de nous opposer une critique saine & judicieuse, à laquelle nous nous rendrons toujours avec plaisir. — See also,

the Advertisement to his Collection of Memoirs, published this Year, p. 2, 3.

‖ They frequently attempted to get to the Western-Coast, but could not for the Ice; and 'tis likely there was Coast to the West of the Streight, so long as they had Ice-Banks on that Side. *Baffin*, found the Ice 20 Leagues from the East-Shore, in 75°. 50'. Latitude.

§ This Point should be *Cape Bedford*, by the Latitude of 68 Degrees, given to it in the *English Pilot*.

side of *Davis's Streights*, one of them hitherto unknown, both to the Geographers and Navigators, tho' yearly frequenting those Seas ; nay, in Effect, unknown to the Discoverer himself.

But more fully to support this double Alteration, it will be necessary to have recourse to *Baffin's* own Relation of this Voyage, on which chiefly it is grounded. That able Pilot informs us, that having run-down the West-side of the Bay, from *Lancaster-Sound*, to the Latitude of $71^{\circ}. 16'$. he perceived Land, as far (South) as $70^{\circ}. 30'$. but not being able to come at it for the Ice, he resolved to make his Way through that Obstacle ; and then keeping without the Ice, till he came into 70 Degrees, to have stood-in again. But in this he found himself disappointed : For he was forced to sail above 60 Leagues before he could get-into an open Sea ; and then was so embarrassed with Ice, between him and the Shore, that he could not get Sight of Land till he came into the Latitude of 68 Degrees : Nor then could come near it within 8 Leagues, for the Ice ; which, in Three Days more, led him into the Latitude of $65^{\circ}. 40'$. At which Time, perceiving he was in the *Indraught of Cumberland-Streights*, he left the West-Shore, and stood-over for *Cocken's-Sound*, on the *Greenland Coast*.

Now, upon a Supposition that the Land, called *James's-Island*, is a Reality ; (and of this there can, I think, be no room to doubt*), then from the Account of *Baffin*, it is plain, that he did not come-back out of his Bay, by the same Streight he went-in at ; although, by his Silence, it is evident that he thought he did : and this was the Reason of his Surprize, to find himself in the *Indraught of Cumberland-Streights*, when he least expected it ; not dreaming of any other Streights thereabouts. When he had run 60 Leagues due East, and gotten-clear of the Ice, into an open Sea, he doubtless turned his Course to the South, as he had intended it, and found a Passage that Way. † But this could not possibly be *Davis's-Streights* : for before he could have reached the Top of that Streight, he must have sailed, perhaps, Three Times 60 Leagues ; and also, have steered his Course North-easterly : Not only because the Northwest-side of that Streight, in all Probability, extends beyond 72 Degrees of Latitude§ ; but also because of the Ice, which so incumbered this North-West Coast, that *Baffin*, in his Passage into the Bay, was in $75^{\circ}. 40'$. before he got-clear into an open Sea ; having, till then, the Ice on the West. Whereas we do not find, that after *Baffin* had sailed 60 Leagues East, in the

* *Egede*, says, the Western-Shore has been discovered, upwards of 70 Degrees of Latitude ; and that the *Greenlanders* of the Gulph of *Disco*, in 69 Degrees, say, they have spoken with People of the same Language, beyond the Ice : So that *Greenland* is divided from *America*, by only a small Streight, so narrow, that Men on both sides are able to shoot the same Fish ; and at the same Time. *Natur. Hist. of Greenland*, P. 2. and in the Note.

† This appears from *James's Chart*, in which the Coast from *Lancaster-Sound*, runs South-East to *Davis's-Streights*, in 68 Degrees of Latitude ; and then South to *Cumberland-Streights*, as in our Chart ; but without any Island, like *James's*, to the North, between it and the Eastern-Coast :

Which is a Proof in our Favour : Since being sure that there is such an Island ; and supposing *James's Chart*, to have agreed with *Baffin's*, that Navigator must necessarily have passed between it, and the West-side of *Davis's-Streights*. We could not procure *James's Chart*, till our Second Sheet was finished ; otherwise *Baffin's-Bay* should have been represented more conformable to it.

‖ Some old *Dutch Charts*, as those in the Lightening Column, make the Coast of what is now called *James's-Island* run North to about $71^{\circ}. 30'$. and then with a sweep inwards to the North-West. Captain *Middleton*, in his Chart, runs the Coast from *Cumberland-Streights*, N. N. E. as high as 75 Degrees of Latitude.

the Parallel of $71^{\circ} 16'$. that he turned at all Northerly; or past through any more Ice, as he must have done, had he gone either Northward, or continued his Course Eastward.

Baffin therefore must needs have returned by some other Streight than that of *Davis*. And as, from the Circumstances of his Relation, it could not be by *Cumberland-Streights*, what more likely than by that which I have traced-out, and named from him *Baffin's-Streights*? whose Eastern Entrance is exhibited distinctly, by the Opening, in *Egede's* Map, and some old *Dutch* Charts; but confounded with *Cumberland-Streights*, in those of others. That there is such a great Opening, in the Part where I place *Baffin's-Streights*, is evident, not only from the Charts before-mentioned, wherein the Land called *James's-Island* is inserted; but from the Relation of *Davis*, who in passing-up the Streights which bear his Name, informs us, that in the Latitude of 67 Degrees, he could see both Shores; but that in Latitude 68, the Passage enlarged, and he could not see the Western Coast, or that of *America* *.

It may be observed further, that from *Lancaster-Sound*, to $71^{\circ} 16'$. Latitude, *Baffin's* Course was Southward, with Ice to the West, between them and Shore. The Reason why they, in that Latitude, were surrounded with Ice, and were forced to run 60 Leagues before they got through it, was, because the Land thereabouts trended Eastward, or South-eastward, and stopped the Ice which was driven from the North, till it found the Passage abovementioned. Had that Coast been clear, they had possibly come-out through some other Streight, either the *Nameless-Streight*, or *Cumberland's*; which, if Passages, must have their Northern Entrances in that Part of the Coast. The Account which both *Janes* and *Davis* himself give, of their Search of a Passage thro' *Cumberland-Streights*, is a very blind one; as if they had studied Obscurity, and to keep us in the Dark. In saying there was no Passage through, must be understood only of Ships, since he tells us Whales retreated beyond the Isles; and that to the Westward of the Isles he found a strong Tide from the South-West, meeting the Flood from South-East, by the Streights. So that *Cumberland-Streights* must communicate with some other Streights, (that of *White-Bear-Bay*, or *Nameless-Streight*) if it does not immediately with *Baffin's-Bay*.

Should any be inclined to think it scarce possible, if there was really so wide a Streight, as we suppose *Baffin's* to be, but that they must have heard of it before; considering the Streights of *Davis* are every Year frequented by Ships of several Nations, on Account of the Whale Fishery: To solve this Objection, let them only reflect, how little Regard commercial Navigators, as well as Factors, have to making Discoveries; that it does not appear, any *European* Ship ever entered *Cumberland-Streights*, since the Time of *Davis*; and that our Knowledge of *Hudson's-Bay*, had advanced nothing from the Time of Captain *Fox* and *James*, in 1631, to that of Captain *Middleton's* Expedition, in 1743. The chief Objection against our Hypothesis seems to be from the Time in Sailing: For *Baffin* by his Relation was as long, within one Day, in passing from Latitude $71^{\circ} 16'$. to *Cumberland-Streights*, as he was in making the Circuit of his Bay †, which is double

* See *Hackluyt's* Collection, Vol. III. p. 120. to Latitude $71^{\circ} 16'$. by July 14th; and the 27th was in the Indraght of *Cumberland-Streights*.

† He entered an open Sea, in Latitude $75^{\circ} 40'$. the first of July; went round the Bay,

double the Number of Leagues. But the Difficulty will appear the less, if it be considered, that from Latitude $71^{\circ}. 16'$. he had Ice to struggle with, which he was free from before: That the Relation thenceforward, ceasing to be particular, we know not what might have detained him; and that he was a whole Month in sailing between *Hope-Sanderson*, in $72^{\circ}. 30'$. and the open Sea abovementioned, (which is only the Space of 3 Degrees, 10 Minutes) from South to North, on Account of Interruptions from the Ice and Weather.

After this long Digression, it is Time to proceed: I make *Lumley's-Inlet*, the great Opening into *Mistake-Bay*, between Cape *Elizabeth* and *Warwick-Foreland*, agreeable to the Situation given to it by *Davis*; who, in his Course Southwards from *Cumberland-Streights*, found it between the Latitudes of 63 and 62 Degrees: This is confirmed by what he says in another Voyage, where he makes Cape *Warwick*, which he puts in 62 Degrees, the Limit between two Gulphs or Inlets: For as the South Gulph appears * to be that which was afterwards named *Hudson's-Streights*, the Northern must be what he before called *Lumley's-Inlet*, from its Situation between the Latitudes beforementioned; yet many of the *English*, as well as foreign Charts, give it a different Situation. Captain *Middleton* places it above *Mistake-Bay*, in $64^{\circ}. 40'$. Latitude: Mr. *D'Anville* raises it to $66^{\circ}. 30'$. and Mr. *Bellin* mounts it to near 68; as if *Davis* could possibly have erred Six whole Degrees in his Observation.

On Occasion of the great Deviations, which have been instanced, I must observe, that although the Latitudes found in the Journals of Navigators, especially the early ones, are not always very correct, yet they ought to be strictly followed, till more accurate can be procured; unless some very good Reason appears for setting them aside, which cannot be alledged in the Cases above specified.

The Bounds to which these Remarks are confined, will not permit me to take Notice of the Disagreement there is among the Charts, relating to the Situation of *Mistake-Bay*, Cape *Elizabeth*, and other Places at the Entrance and within the Streights of *Hudson*; I shall only say in general, that I have rectified them the best I could from the Journals Antient and Modern: For our Knowledge of these Streights, though so often frequented by our Ships, is still extremely imperfect; nor is it perhaps at all practicable to get an exact Information of those frozen Regions, of which Ice has taken such intire Possession, as to debar Access to the Shore in many Parts, throughout the whole Year, except by Boats; which may possibly, according to Mr. *Egede's* Observation, pass along the Coast, by a Channel left between it and the Ice.

The Situation of *Hudson's-Bay*, is fixed by the Observations made at *Charlton-Island*, *Great-Bear-Island*, and the *Prince of Wales's Fort*, in *Churchill's River*. This last Place is laid down, according to Captain *Middleton's* Observations, in Latitude $58^{\circ}. 56'$. and Longitude $77^{\circ}. 15'$. which is $4^{\circ}. 45'$. more West than Messieurs *D'Anville* and *Bellin* put it; and $1^{\circ}. 19'$. more South than Mr. *Bellin* places it.

This Bay was but imperfectly known before the late Expeditions of Captains *Middleton* and *Smith*, in 1743 and 1747, who examined the West-side pretty thoroughly, from *Nelson-River* to *Repulse-Bay*, and the *Frozen-Streights*, in quest of

* For *Davis* at this Time named the Southermost Point of it Cape *Chidley*.

of a North-West Passage, to which groundless Notion, encouraged by the false Evidence of some concerned in the Voyage, that good Effect is owing. The rest of the Coasts lie in about the same Condition, in which they were left by *Fox* and *James*, as mentioned before; yet, in general, the whole is exhibited much more accurately in our Charts, than in those of the *French*, who have had very little Share in the Discovery, excepting towards the Bottom of *James's-Bay*.

The Part to the North of *Cape Comfort* is drawn from the Journal and Chart of *Fox*, who undertook to discover that great Opening, called the *Nameless-Streight*, but left it unfinished. He censures Captain *Weymouth* and others hardly enough for giving over their Discoveries, when perhaps they had good Reason: But none seems to me more blameable than himself, for not making at least some little further Attempt to see if there was any other Coast to the North of Lord *Weston's* Foreland; this being one of the supposed Passages into *Baffin's-Bay*.

The Observations abovementioned were of great Use in adjusting the Situation of *Hudson's-Streights*, and the East Coast of *Labrador*; the Winding of whose Capes and Bays in our Chart agrees nearly with Mr. *D'Anville's* Maps: But I have placed *Cape Chidley*, the most Northern Cape of this Coast, in 46 Degrees of Longitude, which is 1°. 35'. more West than Mr. *D'Anville* puts it, and 1°. 30'. more than Mr. *Bellin*: In like Manner I place *Cape Charles*, the most Southern Point of the *Labrador* Coast, at the Entrance of the Streights *Bell-Isle*, in 35°. 55'. of Longitude agreeable to Captain *Middleton's* Chart, which is 1°. 55'. more West than Mr. *Bellin*, and 1°. 5'. more East than Mr. *D'Anville* puts it. So that in preserving a Medium between them, they differ almost twice as much from one another, as I do from either.

By this Longitude assigned to *Cape Charles*, we make the Meridian Distance between it and the *Prince of Wales's* Fort 41°. 20'. whereas Mr. *Bellin* makes it only 38°. 20', and Mr. *D'Anville* no more than 35°. 30'. so that the intermediate Country is contracted 3 Degrees in Mr. *Bellin's*, and 5°. 50'. in Mr. *D'Anville's* Map more than in ours.

The FOURTH SHEET.

THIS Sheet contains all the remaining Eastern-Coast of *North-America*, with the adjacent Islands, from *Cape Charles* to *Cape Biscaino*, the most South-East Point of *Florida*; likewise, the Gulph of *Mexico*, with the Islands called the *West-Indies*: Not to mention the North Coast of *South-America*, and other incidental Parts, which more properly belong to the Sixth Sheet.

It has been already remarked, that we have only Two Observations that may be depended on, for all the Eastern Coast of *North-America*, including the *British* Colonies, namely those made at *Boston* and *New-York*, which are of the less Service, as those Places lie so near each other. However, as the Situation of *Cape Biscaino*, in *Florida*, just now mentioned is pretty well ascertained, by the Observations made at the *Havanna*, from which Place it lies not far off to the North;

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What is most wanting, is an Observation in *Nova-Scotia*, or *Newfoundland* * to fix the North-East Extremity of that Coast; the Knowledge of whose exact Longitude, is of vast Importance to our Northern Navigation. To supply this Defect, we are obliged to have the usual Recourse to the itinerary Measures, and the Estimation of Navigators: According to which I have put Cape Race in 34 Degrees of Longitude, that is, 50 Minutes more Westward than it stands in Mr. Bellin's Chart; and 2°. 25'. more East than in Mr. D'Anville's Map.

I have from the same Authorities placed Cape Hatterask, the most South-East Point of *North-Carolina*, which is the most important Point to fix, in 58°. 29'. of Longitude: That is, Two Degrees more West than *New-York*; and this is the most I think that can be allowed. Mr. Bellin puts it Sixteen Minutes; and Mr. D'Anville Fifty-one Minutes more West than I have done, which must be considerably too much, as will appear presently.

With regard to the Detail of this Eastern Coast of *North-America*: In delineating the Coast of *Newfoundland*, and Cape Breton, with the Gulph and River of St. Laurence, I have followed Mr. D'Anville rather than Mr. Bellin, who hath made less use of our Sea-Charts.

Nova-Scotia is laid down from the Map of Mr. Popple, compared with the Survey of Captain Durel in 1749, and Charts of Mr. Bellin.

The Coast of *New-England* is drawn from several Charts, particularly those of Captain Southesk, published in 1731; and Captain Barnsley in 1751. In placing Boston in Longitude 52°. 57'. 15". in Consequence of the Observations of Mr. Brattle, at *New-Cambridge*: I give it a more Westerly Situation than Mr. Bellin of about 12 Minutes, but more Easterly than Mr. D'Anville by 23 Minutes.

New-York, *New-Jersey*, *Pensylvania* and *Maryland*, are laid down from the best Charts; but chiefly from the accurate Survey of the Three first Countries made in 1749, by Mr. Lewis Evans of *Philadelphia*. The City of *New-York*, being placed according to the Observations of Mr. Burnet, in Longitude 57°. 22'. 30". lies 22 Minutes more West than in Mr. D'Anville's Map, and 37. more West than in Mr. Bellin's Charts.

The Coasts of *Virginia* are exhibited from several Surveys; and the Country itself from a general Survey, improved with particular and accurate Surveys of the Rivers *Rapahanok* and *Potowmak*.

With regard to *North-Carolina*, I have followed the Map of Surveyor-General Moseley, published in 1733, compared with the Coast-Survey of Captain Wimble, in 1738, as far down as Cape Carteret, and Santee River.

The Coast of *South-Carolina* and *Georgia*, as low as Fort Augustine, is drawn from both a Land and Coast-Survey, made during the late War.

The Conveniency of employing so many exact Materials, has given this Eastern Coast a different Face from what it appears with in other Charts, with Respect as

well

* Mr. Bellin. in his Preface to his Collection of Memoirs before mentioned, informs us, that there has been an Observation of an Immersion of the Satellites of Jupiter, made the last Year [1751 on 1750] by which it appears, that *Louisburg*, in Cape Breton, is situate One Degree and some Minutes more West than he places it; which is in Forty-one Degrees of Longitude: Then that Port

will lie in Forty-two Degrees some Minutes over, near Two Degrees more West than I have put it. But as it does not appear from his Account, that this Observation is sufficiently precise to determine the Longitude of *Louisburg*; we must wait the Result of others, which he tells us are making at that Place.

well to the Windings of the Shores, as Situation and Distances. We shall not stay to Point out the Particulars which may be seen in the Tables inserted in the Chart itself. However we think it necessary to account for one considerable Alteration, which we have made in the Parts between Cape *Hatterask* and *San Matteo*, on the Borders of *Florida*, by giving to it a great Sweep inwards. This is agreeable not only to the old Charts; but also, to our latest Maps and Surveys, particularly those of *Carolina* and *Georgia*; which assign a large Extent of Coast, from East to West, between the Limits before-mentioned: So that I judged I could not do less than place *San Matteo* in $64^{\circ}. 50'$. Longitude, which makes the Meridian Distance between those two Extremes $6^{\circ}. 20'$. whereas Mr. *Bellin* has placed *San Matteo* in only $63^{\circ}. 10'$. Hence, although that Gentleman agrees nearly with me in the Position of Cape *Hatterask*, yet by putting *San Matteo* $1^{\circ}. 40'$. more East than I have done, he makes the Meridian Difference no more than $4^{\circ}. 25'$. which is $1^{\circ}. 55'$. less than by my Chart: On the other Hand Mr. *D'Anville* places *San Matteo* in $64^{\circ}. 00'$. so that putting it 50 Minutes more East, and Cape *Hatterask* 51 more West, he makes the Difference $4^{\circ}. 40'$. that is, 15 Minutes more than Mr. *Bellin* has done, but $1^{\circ}. 40'$. less than I have made it; which is a very considerable Contraction, near one Third, in so small an Extent of Coast.

Indeed Mr. *De L'Isle* makes the Difference $6^{\circ}. 28'$. which is 8 Minutes more than I make it. But if we agree in the Measure, we differ in the Situation: For he places *San Matteo* $1^{\circ}. 5'$. and Cape *Hatterask* $1^{\circ}. 2'$. more East than I have done. So liable are the best Geographers to vary, when Astronomical Observations are wanting to determine their Judgment: It could be wished therefore that Two good Observations were made in the Neighbourhood of the Places in question.

It may perhaps be thought that in extending the Coast of *Carolina*, I have too much contracted the Isthmus of *Florida*, between the North-Sea and the Gulph of *Mexico*; But I am of Opinion that it is not much, if at all, broader in that Part than I have made it in my Chart; which besides corresponds very well with the Itineraries.

A good Observation is wanted also to fix the Longitude of *Bermudas*, or *Summers's Isles*, which lie at a great Distance opposite to the Coast of *Carolina*: For that reported by *Street*, which makes them no more than 64 Degrees West of *London*, or $46^{\circ}. 25'$. West of *Ferro*, seems to place them above a Degree and a half too much to the East: The Latitude which he gives them of $32^{\circ}. 25'$. may be near the Truth, since we meet with another, which makes them Two Minutes more; probably as being observed in different Parts of the great Island.

The Situation and Extent of the Gulph of *Mexico*, with the Coasts of *New-Spain*, as far as *Tierra-Firma*, are regulated particularly by the Observations made at *New-Orleans* and *La Vera Cruz*: The Longitude of this last Place was found by a Lunar Eclipse, observed by Mr. *Harris* in 1727, to be $79^{\circ}. 50'$. at which it stands in our Chart, and with this Mr. *D'Anville* agrees within a few Minutes: But Mr. *Bellin* places it in $80^{\circ}. 13'$. that is, 23 Minutes more West: Which is more agreeable to an Observation made at *St. John D'Vlloa* in 1577, than Mr. *Harris's*, whom yet he pretends to follow: Nor can I conceive why for the Latitude he should think himself obliged to follow the Pilot rather than the Mathematician; unless it be that he wrongly imagined Mr. *Harris* makes the Latitude Two Minutes less than

Carenza:

Careiza: Whereas in Reality he makes it $19^{\circ} 12'$ which is Two Minutes more than the other*.

I have made very few Alterations, and those not worth taking Notice of, in the Coasts of this Gulph, from the Map of Mr. *D'Anville*; however compared with Mr. *Bellin's* Chart thereof, as well as with the Journal and the Chart of *Dampier* relating to the Coast of *Tabasco* and *Yucatan*, as far as Cape *Catocha*, where the Gulph properly ends. I have likewise left the remaining Coasts of *New-Spain*, on the North-side, nearly as I found them in Mr. *D'Anville's* Map, excepting the Gulph of *Honduras*, in which I have made some considerable Alterations, both from him and Mr. *Bellin*.

If as Mr. *Bellin* says, his Chart differs much from Mr. *Popple's* Map, with respect to the Coast of *Honduras*†, I will venture to say, that mine differs much more from his; whether we regard the Extent and Figure of the Coasts, the Situation and Distance of Places, or the Islands included in it. It will appear from the comparative Table, accommodated to this Part of our Chart, that I differ from Mr. *Bellin*, from 18 to 43 Minutes in the Longitude of Places: And what is still more extraordinary, from 20 Minutes to $1^{\circ} 5'$ in the Latitude, as in the Latitude of *Gracias a Dios*: This is a greater Error by $5'$ than what Mr. *Bellin* pretends to have found in Mr. *Popple's* Map.

Mr. *Bellin* charges that Gentleman with mistaking a whole Degree in the Latitude of Cape *Cameron*, which he places in $16^{\circ} 15'$ whereas Mr. *Bellin* puts it, as he says, in $15^{\circ} 15'$ and from thence wou'd have it thought that Mr. *Popple* had erred so egregiously: But, however faulty that Gentleman may be in other Respects (especially with regard to the Parts, which do not belong to the *British* Dominions) in all probability for once he is in the Right, and Mr. *Bellin* in the Wrong: Since, (to use Mr. *Bellin's* way of Reasoning) I place Cape *Cameron* in 16 Degrees of Latitude‡, so that he has erred 45 Minutes in its Situation, and Mr. *Popple* only 15'.

Mr. *Popple* has erred still less than Mr. *Bellin*, in the Situation of the other Two remarkable Capes, *Honduras* and *Gracias a Dios*. I place the First in $16^{\circ} 5'$. Mr. *Bellin* in $15^{\circ} 35'$: Mr. *Popple* in $16^{\circ} 12'$. I put the Second in $15^{\circ} 20'$: Mr. *Bellin* in $14^{\circ} 15'$. & Mr. *Popple* in $14^{\circ} 47'$.

Mr. *Bellin*, whose Observations on his Chart of the Gulph of *Mexica* is a professed Critic's on Mr. *Popple's* Map, finds fault with him afterwards, for omitting the little *Rockey-Key*, or Isle near Cape *Catocha*, called by the *Spaniards*, *Capa des Mujeres*, or the *Womens-Isle*; and for inserting Three others, by the Course of *Magara*, which are not existing. Mr. *Bellin* might easily have perceived that *Magara* is only a Corruption of the Word *Mujeres*; and Mr. *Popple's* Fault, perhaps, is in making Three Islands of One, and not in the Situation which he has given to them. However that be, Mr. *Bellin* has omitted himself a more considerable

* See Mr. *Bellin's* Observations; sur le Latitude of this Cape, and some other Places, Carte du Golphe du Mexique, &c. p. 4. whose Situations differ considerably from those in *Penballow's* Table.

† Observations, &c. ubi supra, p. 5. in *Penballow's* Table.

‡ 'Tis true Uring places Cape *Cameron* in Latitude $15^{\circ} 20'$ only Five Minutes more North than Mr. *Bellin*; nor can we account for the Disagreement between him and *Penballow*, but by supposing he neglected to take the

§ *Riccioli* seems to have had more exact Memoirs; since in his Table of Cities, in his *Geographia Reformata*, he places Cape *Honduras* in 16 Degrees, and Cape *Gracias a Dios* in 15 Degrees of Latitude.

considerable Isle, called *Logget-Head-Key*, by the *English*, about Five Miles East of Cape *Catoche*; and if Mr. *D'Anville's* with other Maps be right, Three Isles more near the Coast. But why do we dwell on the Omission of single Islands? If we look lower-down in the Bay we shall find that Mr. *Bellin* has omitted whole Scores of Islands, which lie in Clusters, with their Rocks and Shoals along the Coast of *Yukatan*, and stretch into it for the Space of Two Degrees. Mr. *D'Anville* indeed puts several large Islands before the Mouth of *Ascension-Bay*: But they are neither so many, nor ranged as they ought to be; as may appear from our Chart, though projected by too small a Scale to exhibit the Detail.

In short, all the East-side of the Coast of *Yukatan* is represented very differently in our Chart from those of Messieurs *Bellin* and *D'Anville*, whose original Draughts were nearly the same, and not very different from that used by Mr. *Popple*. Among the rest they make the Bay of *Ascension* to be inclosed on Three Sides, with the Coast of *Yukatan*; and represent the *Laguna Bacular* to the North of it, as having no Communication with the Sea: Whereas the East-side of that Bay is formed, not by a Peninsula, but by a long Island, called *Ambergris-Key*; and this Island extending about 20 Leagues Northward, covers the Mouth of the *Laguna Bacular*, which opens into a narrow Channel, lying between it and the Main.

Messieurs *Bellin* and *D'Anville* make the Bay of *Honduras* terminate in a great Sound called the Gulph of *Higueros*, or *Guanacos*, running deep into the Land: In consequence of which the Breadth of the Peninsula of *Yukatan*, where it joins *New-Spain*, is no more than $1^{\circ}. 40'$. according to Mr. *D'Anville*; and only $1^{\circ}. 20'$. according to Mr. *Bellin*. Whereas we make it at least $2^{\circ}. 10'$. more agreeable to Mr. *De L'Isle's* last Map of *America*; and as they have contracted the Isthmus of *Yukatan*, they have too much extended the Coast of *Honduras*. Mr. *Bellin* makes its Length from the Bottom of the Gulph, to Cape *Gracias de Dios*, $8^{\circ}. 18'$. Mr. *D'Anville* $8^{\circ}. 00'$. whereas, I make it only $7^{\circ}. 22'$: On this Occasion it may not be amiss to mention, that I place that Cape in 65 Degrees of Longitude, which is 30 Minutes more East than Mr. *D'Anville*; and 18 more West than Mr. *Bellin*.

Mr. *Bellin* to support his Chart in this Part, produces Two MS. *Spanish* Charts, which after much Search he found in his Office: And I oppose to them Two other printed Charts, one published in 1726, by Captain *Uring*, in the *History of his Voyages*; the other about 1743, by Captain *Penballow*. They for the general agree very well, but I chiefly follow the First for the Figure of the Coasts, as *Uring* examined great Part of them by Land as well as Sea; and the Second for the Latitudes, a Table of which Captain *Penballow* has inserted in his Chart. He does not indeed say they were observed (which is a very great Neglect) yet it may be presumed they were, since otherwise there could have been no Reason for inserting them, especially some, which do not fall within the Compass of his Chart. On this Occasion I must observe, that considering Observations of the Longitude or Latitude, are the very Foundation of Charts, it is astonishing how Navigators, who make any, can neglect to insert them (with an Account of their Accuracy) in some void Space of those which they publish; and it is still more surprizing that they should not so much as mention that essential Circumstance, upon the Authority of which the whole chiefly depends. This I take to be the Case of Captain *Uring*,

who I presume did observe some Latitudes; but by not intimating so much, has lost the Merit of his Labour, and must yield Precedence to *Penballow*; who yet perhaps in reality does not deserve it so well as himself.

But to proceed. Passing over the Coast of *Tierra Firme*, which, as it belongs to *South-America*, will be considered in the Second Part of these Remarks; the next Object which demands our Attention, are the Islands in the *North-Sea*, commonly called the *West-Indies*. *Cuba*, the largest of the Four great Islands has Three Observations of the Longitude, made at the *Havanna*, *Spiritu Sancto*, and the *Puerto del Principe*, by Don *Marco Antonio de Gomboa*, in 1729, to ascertain its Situation; besides several of the Latitudes taken at the principal Capes by able Navigators. The Coasts stand nearly as found in Mr. *D'Anville's* Map. As for the *Luccayes* or *Bahama-Islands*, which lie to the North of *Cuba*, and with the Coast of *Florida*, form the Straights of *Bahama*, they are laid-down from Mr. *Popple's* Map, compared with Mr. *D'Anville* Map, and *Bellin's* Chart, who both for the general seem to have copied from him: But we have no accurate Observations to fix their Situation.

Jamaica is adjusted by the Observations of the Lunar Eclipse made at *Port Royal*, by Captain *Chandler*, in 1722, although there wants a more exact one of a Sattelite; and the Coasts are laid down from the *English* Maps of that Island, which give it a Parallel Situation from East to West: Whereas Mr. *Bellin*, in his Chart of the Gulph of *Mexico*, makes it lie from North-West, to South-East, by placing Cape *Negrillo*, the most Western Point, in Latitude $18^{\circ} 30'$ instead of $18^{\circ} 5'$.

The Situation of *San Domingo*, or *Hispaniola*, is determined by the Astronomical Observations, made both of the Latitude and Longitude, at *Petit Goave*, *Cape Francis*, and *Fort St. Lewis*: Besides those of the Latitude singly, at *Leogane*, *Port-Plata*, *Port of Peace*; also at the Capes *Cabrun*, *Samana*, and *Raphael* the Isles of *Saona*, *Altavella* and *Navaza*. In delineating the Coasts, we have followed Mr. *D'Anville*, compared with Mr. *Bellin's* Chart of *San Domingo*, published in 1750, which differs from that of the Gulph of *Mexico*, made the Year before in a great many Particulars. We have done the like with regard to the Island of *Porto-Rico*; with respect to which we have no Astronomical Observation, either of the Longitude or Latitude.

For the Islands to the North of *St. Domingo*, with the Passages through them, we have had recourse to Captain *Chandler's* Chart of the Windward-Passage, which contains the other two; compared with Mr. *Bellin's* Chart of *St. Domingo*, in which he says he made use of Two Charts, one drawn by Mr. *Frazier* the Engineer, who was sent in 1724, as Captain *Chandler* had been Two Years before, to make a Chart of those Passages; the other by the Captain of a King's Ship, in the Year 1736.

We have an accurate Survey of the *Virgin-Islands*, by Mr. *Atkinson* of *Spanish-Town*, and others, published in 1739. We have likewise Two Observations for those Islands, One of the Longitude for *Virgin Gorda* or *Spanish-Town*; the other of the Latitude for the Island of *St. Thomas*. That of the Longitude is deduced from a Lunar Eclipse, observed there the 16th of *March* 1717, by Captain *Chandler*: The Latitude was taken by *Pere Feuillée*, in 1705; and by comparing it with the Chart, as Mr. *Bellin* remarks, it is found to be placed right; yet through

a common Neglect, it does not appear from the Chart itself, whether the Author had observed the Latitude either of that, or any other of the *Virgin Islands*. Navigators and others in making their Charts and Maps, think it enough to settle the Latitudes by the Scale, without giving them in Numbers, or so much as mentioning, which, if any, were observed; not considering that such Charts are of no Authority at all.

The *Carribbee* or *Windward-Islands*, which beginning to the East of the *Virgin-Islands*, range themselves in a Curve Southward, as far as *South-America*, are almost all laid down from pretty exact Maps or Draughts, made by the *English* or *French*, to whom they mostly belong; particularly those of *St. Christopher's*, *Antigua*, *Martinico* and *Barbadoes*. But for determining their Situation, we have only the Observations made at *Martinico* and *Guarda-Lupa*, for the Longitude and Latitude; with those of *St. Christopher's*, *Bridge-Town* in *Barbadoes*, and the *French Fort* at *Granada*, for the Latitude only. Many Observations of Lunar Eclipses have been made in *Barbadoes*, to determine the Longitude of that Place, which would be of some Importance to Navigation; but none of them can be relied upon. If a good Observation for the Longitude could be procured, at *Granada*, as Mr. *Bellin* recommends, it would help much to settle the Situation of the East Point of the Coast of *Tierra Firma*, as well as that of the *Leeward-Islands*, which lie along it, as far Westward as the Gulph of *Venezuela*.

To finish this sheet, it remains only to account for the Coast on the West-side of *New-Spain*, in the *South-Sea*, from the Isthmus of *Darien* in *Tierra Firma*, to the Gulph of *California*. This we have let stand nearly as it is laid down in Mr. *D'Anville's* Map, because he seems to have made use of the best Memoirs, many of them *English*: And besides there is such a Disagreement among the Charts, as well as Observations of the Latitude by Mariners, that our Choice is perplexed; and the *Spanish* Charts published by *Cook* and *Rogers* are not to be depended on more than others. Mr. *Bellin* is so much at a loss on this Occasion, that in his Chart of the Gulph of *Mexico* he informs us, *That he has left the Coast in Question, as it is exhibited in the Common Charts; and that he will describe it with more Care and Minuteness, when he comes to make his Charts of the South-Sea*. In the mean Time, Mr. *Bellin* might have given something better: For this Part seems to have been negligently Sketched by him, from the old *Dutch* Chart, which he says Mr. *Popple* copied; or else from *Moll's* Map of the *West-Indies*. Among other Errors, the Gulph of *Salinas*, or *Nicoya*, is represented in his, as in theirs, to be a great Semi-circular Bay, above a Degree and a half wide: Whereas it is of a quite different Shape, and not a Third of that Breadth, as may appear from *Funnel*; who in his Account of *Dampier's* Voyage round the World, describes, and has given a Draught of it, which we have copied in our Chart.

As the rest of the Western Coast of *North-America*, is contained in the first and third Sheets, we must pass to them, and in Consequence of our Method, begin with

The THIRD SHEET.

THIS Sheet contains part of *New-Spain* or *Mexico*, along the *Vermilian-Sea*; *California* and *New-Albion*, with the unknown Continent to the North, as far as 60 Degrees of Latitude: It likewise takes in the Coast of *Kamchatka*, which is the Part of *Asia*, opposite to *America* on that Side, with the *Pacific-Ocean* and Islands therein; extending 95 Degrees from East to West, and 60 from South to North. With respect to this West-side of *America*, from Cape *Corientes* to Latitude $39^{\circ} 30'$. we have little more to say than what is inserted in the Chart itself; namely, that the Coast with the adjacent Islands are laid down chiefly from the *Spanish* Chart, made use of on board the *Manilla* Ship, named *Cabadongea*, taken by Commodore, now Lord *Anson*, in 1743. As there is an almost irreconcilable Difference between that Chart and others, as well as the Journals of former Navigators, with regard both to the Names and Latitudes of many Places within that Space, I would not venture to mix the discording Accounts; for fear of making Two Places of One, or confounding Two different Places together: But, to supply the Deficiency, I have added Tables of Latitude from the early Navigators (for we have none Modern of any Note) who have been upon these Coasts. I shall only farther observe, that in Consequence of following the said Charts, joined to other Estimations, I make the Meridian Difference between Cape *St. Lucas* the most South-East Point of *California* and Cape *Mendocino*, to the North-West, in 42 Degrees of Latitude, to be 18 Degrees: Which are Four Degrees more than Mr. *Bellin* reckons; and a Medium between his Charts and those of the *English* and *Dutch*, who make it Four Degrees more.

California was found to be a Peninsula by *Francisco de Vloa*, in 1539; and by *Hernando Alarchon*, in 1540. Accordingly it was represented as such by *Mercator*, and others, in their Charts: But on the Authority of a *Spanish* Chart, taken on board a Ship by the *Dutch*, in 1620, Geographers converted it into an Island; and so it was deemed to be till the Discovery of *Kino* the Jesuit, in 1702, and even for some Time after: As may be seen, not only by the Maps of *Moll*, *Senex*, and such like; but also those of Mr. *De L'Isle*, published before the Year 1720.

In 1578 Sir *Francis Drake* put into a Port, in Latitude 38° . where he continued for some Weeks, and had a Surrender made him of the adjacent Country, from the *Indian* King thereof, in behalf of the Crown of *England*. These Two Particulars were marked formerly in all foreign Charts, as well as *English*, not excepting those of *Sanfon*: But within this Century the *French* Geographers have suppressed those Particulars, for they wholly omit *New-Albion*, and convert Port *Sir Francis Drake*, into Port *San Francisco*; dishonouring the Name of the Knight, by changing it into one of their spurious Saints. It is thus named in the latter Maps of *America*, by Mr. *De L'Isle*. Mr. *Bellin* in like Manner omits the Name of *New-Albion*; but gives none at all to the Port in Question: However his Copist *Brouckner*, calls it *Carinda*, and others the *Port of Pines*. What Part Mr. *D'Anville* would have acted in these Two Respects, had he given us *California* intire in his Map of *America*, we know not: For he omits the Western Coast of that

that Peninsula. The *Spaniards* call this Port *Puerto del Rey*, or the *King's-Port*: But the *Manilla* Chart has only named the Cape at the Mouth, calling it *Punta del Rey*. However we have made no Scruple to give it the Name of *Sir Francis Drake*, not only because it is the nearest Port in that Chart, to the Latitude assigned by *Sir Francis*; but also, because it is observed in one of the Relations of his Voyage, that there were some Islands at the Mouth of his Port; and this Port is the only one on the North Coast, which has Islands before it according to the *Manilla* Chart.

Sir Francis Drake discovered beyond the Forty-Third Degree of Latitude; where we have marked the Bounds of *New-Albion*; and 'tis probable, as asserted in the Relation, that no *Spaniard* had been so far North on the Coast before him: For tho' *Cabrillo* is said to have proceeded as far as 44 Degrees; yet this Circumstance was probably invented only to distance our *English* Navigator: Since the Latitude of *Cape Fortune* in 41 Degrees is the highest which has been given by him. Besides he never landed any where beyond the Latitude of 47; and that only in Two Islands off the Coast, called by him *St. Luke*.

The Discovery of *Cape Mendozino*, to the North of *Cape Fortune*, is indeed ascribed to the same *Cabrillo*, but without any apparent Foundation, by *John de Laet*, who places it in Latitude 43°. 00'. *Riccioli* puts it in 42°. 30'. but *Sebastian Biscaino*, who sailed as far as *Cape Blanco*, in no more than 41°. 21'. so that its Situation seems to be as uncertain as its Discoverer.

There are no Discoveries higher Northwards along this Coast, excepting that of large Opening or *Inlet*, ascribed to *Martyn D' Aguilar*, above *Cape Blanco*, in about Latitude 44°. 30'. 'Tis true I have marked Two other Openings, one in Latitude 47°. 30'. through which *John de Fuca*, a *Greek* Pilot, pretended to have sailed, in the Year 1592, into the North-Sea, in Twenty-six Days: The other in Latitude 53°. 00'. into which it is said the *Spanish* Admiral *De Fonte* entered, in 1640, and sailed by Lakes and Rivers, till he found a Ship from *Boston* in *New-England*; while one of his Captains, named *Bernardo*, pass'd from one of the Lakes into the North-Sea, in 61 Degrees of Latitude; and, coasting as high as 79, sent one of his Sailors ashore, who was conducted by the Natives to the Head of *Baffin's-Bay*, which ended it seems in a Fresh-Water Lake.

Both these Accounts are such palpable Forgeries, that they carry their own Refutation along with them: And yet they who have written lately against, as well as for, a North-West Passage, take them to be genuine. I shall only observe, with regard to the Account of *De Fonte's* Voyage, that it is highly improbable, there shou'd be Inhabitants in 79 Degrees of Latitude; since *Baffin* met with none higher than about 74. 'Tis still more improbable that the Sailor should have travelled from thence to the Head of *Baffin's-Bay*. Since, considering the vast Breadth of the Bay in that Latitude, to which perhaps the Head of it extends, it must have been a Journey of 4 or 500 Miles, over Mountains of Ice, to have reached it; though probably the Isthmus may be narrow directly North of its Head. I will not mention the farther Improbability, that the Bay should end in a Fresh-Water Lake; and that the North-Shore there should be inaccessible for the Ice, although he met with none in the Ocean, neither off nor on the Coast. Besides *Baffin* found no Ice, except in one Place, along all the Northern Shores of the Bay.

The most surprising Thing of all is, that the Advocates for a North-West Passage by *Hudson's-Bay* should introduce this spurious Narrative, invented probably to divert the *English* from making an Enquiry in favour of their Hypothesis: since *De Fonte's* Voyage is of no manner of Use to them; and that of *Bernardo*, supposing it Fact, absolutely destroys the Possibility of a Passage, by asserting a Continuation of Coast on the West-side of *America*, from 65 to 79 Degrees of Latitude; as without doubt there must be, and for some Degrees more North. However, this Objection seems to have occurred at last to the Author of the Map, of the Countries about *Hudson's-Bay*, who finding *Bernardo's* Relation not to favour his Purpose, rejects its Authority, and introduces the Ocean in place of the Continent *.

The Islands within this Sheet are almost all laid down from the *Manilla* Chart; and are in much greater Number than what one meets with in other Charts. Mr. *Bellin* and his Copist *Brouckner* mention only a few, which we suppose to be some of them, however differing both in Name and Situation. Thus I take their *Barbus* to be the *Barbadoes* of the *Manilla* Chart; altho' placed by them six Degrees more West, and one Degree more South. I likewise suppose the *Scholey-Isle*, to the North-West of *Barbadoes*, to be the *Birds-Isle* of Mr. *Bellin*; and *Lagurfanes* to be the *Naduderos* of *De L'Isle*, and the *Nageures* of Mr. *Bellin*, placed by them 2°. 30'. more South.

Indeed the Relations of Voyages thro' this Part of the Ocean are so few, and their Journals so imperfect as well as inaccurate, that they are of but little Use for rectifying the Charts. They frequently omit the Latitudes of Places; and seldom mark the Longitudes or Distances. The Relations of the first Navigators, such as *Magallan*, *Gaetan*, *Mendanna*, and indeed all in general through these Seas, are so confused as well as defective, that there is no plotting down the Course with any Certainty.

The FIRST SHEET.

THE First Sheet of *North-America*, with which we end, contains the remaining Part of the Western Coast, as far as it is known. Northward; with a Continuation of the North-East Coast of *Asia* opposite thereto.

The *American* Coast is exhibited without any Alteration from the Charts of Messieurs *Bellin* and *Brouckner*, as far North as 75 Degrees; containing the Discoveries made by Captain *Bebring*, by order of the *Russian* Court, in 1743. But nothing yet has appeared to warrant the Situation given to it, either as to Latitude or Longitude; in the Whole or in Part. I have continued the Coast

* The Author of Captain *Smith's* Voyage in 1747, for the Discovery of a North-West Passage, has also given a very wrong Map of *De Fonte's* Voyage. He carries the Coast no farther than the Latitude of 66 Degrees, in which Parallel

he introduces the *Tartarian-Ocean*, and there supposes that *De Fonte* met with the *Boston* Ship. A very wild Conjecture, and Contradictory to both *De Fonte's* and *Bernardo's* Account.

Coast Northward, by a pricked Line, in the Direction, which I judge it may trend, in order to inclose *Baffin's-Bay*, as exhibited in the Second Sheet.

The Coast of *Asia* is laid down as it was surveyed by the same Captain *Bebring* in 1738, and is exhibited in the *Russian Atlas* of that great Empire, published at *Petersburg* in 1745. This is all I need say with regard to a Part which come-in by Accident, and does not properly fall within my present Design.

The most remarkable Object within this Sheet is the *Streight* or *Passage*, between *Asia* and *America*, which separates those two Continents (generally believed till of late, to have been contiguous) and joins the Northern Ocean to the Pacific Sea. This is the famous Streight so long looked for by the Geographers of *Europe*, (tho' known for Ages perhaps to those of *Japan* *) under the fantastic Name of *Anian*; and as it owes its Discovery to the above-mentioned Captain *Bebring*, I have made no Scruple to denominate it from him.

Supposing the Situation of the *American* Coast to be near the Truth; for that of *Asia* is tolerably well ascertained (in Consequence of the Longitude of *Kamchatka*, determined by the same Gentleman) the Distance between the Two Continents in this Part will not exceed 200 Leagues†. This great Opening from the South into the North-Sea is nearly opposite to that on the side of *Europe*, between *Greenland* and *Norway*: Through both which a Passage may be sought, either along the Coasts of *Asia* or *America*; or else, which seems most easy and secure, by sailing through the Middle, directly across the Pole. A Course so commodiously offering itself to the View of Navigators, that it is surprizing to find it was never yet attempted.

The *Inland-Parts* of *North-America*.

WE have now finished our Remarks on the Chart, so far as relates to *North-America*: But before we quit this Part of the Continent, it will be proper to take a slight View of the inland Countries, of which we have given a Sketch; particularly with regard to the Extent and Bounds of the *French* and *British* Dominions.

I have placed *Oswega*, on the *Lake Ontario*, where the *English* have a Fort and Mart for the Indian Traders, in Longitude $58^{\circ} 41'$. according to its Distance from *New-York*, by *Evans's* Map or Survey of *Pensilvania*, before-mentioned. This gives $2^{\circ} 12'$. in Longitude between *Oswega* and *New-York*; which enlarges the intermediate Country $1^{\circ} 12'$. more than Mr. *D'Anville* and $1^{\circ} 27'$. more than Mr. *Bellin* have allowed to it.

In

* See *Kempfer's* Hist. *Japan* Cap. 4.

† According to later Informations, the Distance is Twenty-four Leagues scarce from the

most East Part of *Siberia*, to the nearest Land opposite: But whether it be *America*, or an Island, is yet uncertain.

In consequence of the Position of *Oswego*, we have fixed that of the Lake of *Ontario*, placing it so much more Westward than *Messieurs Bellin* and *D'Anville* have done; and likewise given to *Quebek*, the Capital of *French Canada*, the Longitude of $53^{\circ}. 40'$. conformable to *Mr. D'Anville's* Map, rather than that of $52^{\circ}. 13'$. resulting from the Observation of a Lunar Eclipse, made at that Place by the Jesuit *Bressani*, in 1649.

By the Position given to the Lake *Ontario*, we have regulated in some Measure, that of the other Four great Lakes; *Erie*, the *Hurons*, *Michigan*, and the *Upper-Lake*: In placing which I have more nearly followed *Mr. D'Anville* than *Mr. Bellin*, who seems to have set them too far to the West, as well as North, in order perhaps to favour his Communication with the *Pacific-Ocean*. I have kept a Medium likewise in placing the Lake of *Wood* or *Isles*; and removed that Communication lower, by the Inlet of *D'Aguilar*, to avoid making an Opening without Necessity, and in a Place where there is no Evidence of any. What is inserted of Rivers, Lakes and Nations, to the North and West of the Five Lakes, is in a great Measure Guess-Work; being laid-down from the Report of *Indians*: And as that of *Joseph le France* seemed to me as credible as any other, I have therefore made-use of it among the rest.

The *British* Dominions are exhibited from the Materials employed in delineating the Coasts, joined to some others, which relate to the Inland Parts. With regard to the Course of *Mississippi*, and Rivers falling into it, *Louisiana* and the Countries to the West and South-West, we have laid them down partly from *Mr. D'Anville*, and partly from *Mr. Bellin*: But our Readers are not to expect the utmost Exactness, in what we intend only for a general View.

However, imperfect as this Sketch of the *European* Acquisitions and Settlements may be, I have taken Care to avoid that Partiality, with which some of our Neighbours seem not unjustly to stand-accused. I have been so far from cur-tailing, or incroaching on the just Bounds of *French Canada*, that I make the Meridional Distance between *Quebek* and the Streights of *Bell-Isle* $17^{\circ}. 30'$. which are 50 Minutes more than *Mr. D'Anville* gives it. On the other Hand I have drawn the Line, which parts the *French* from *English Canada*, by beginning it at *Davis's-Inlet*, on the East Coast of *Labrador* or *New-Britain*, (in the Latitude of about 56 Degrees) and drawing it with a Curve through the Lake *Abitibis*, down to the 49th Degree of Latitude; from thence to be continued to the North-West Ocean, as it was settled by Commissioners after the Peace of *Utrecht*: Whereas *Mr. D'Anville* running the *Partition-Line*, along the Parallel Fifty, and to the South of *Hudson's-Bay*, makes it turn-off with a sweep Northward; and continues it in that Direction, at the Distance of about 20 Leagues only, from the Eastern-Coast of this Bay, to the Latitude of 54 Degrees, where he terminates it, as if at a loss whither to carry it farther.

I have likewise rectified the Limits of *New-Scotland* or *Acadia*, which according to the above-mentioned Treaty, are the River *St. Lawrence* on the North, *Penobscot* River on the West, and the Gulph of *St. Lawrence* on the East: Whereas *Mr. D'Anville* marks the Bounds, by a Line drawn through the Continent, from the Lake *Ontario* to the Gulph of *St. Lawrence*, a little to the North of *Bay-Verte*, or
Green-

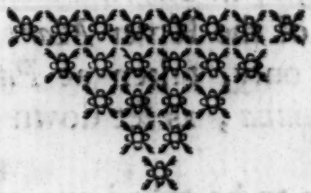
Green-Bay in *Acadia*, by which Misrepresentation he transfers above one half of the Province to his own Nation.

Mr. *D'Anville* has by another partial Mistake included within the Bounds of *Gallie Canada* to the South and East of the *Lake Ontario*, the Country possessed by the Five Indian Nations, called by the *French* *Jroquois*: Whereas they are known by all the World to be Allies, and under the Protection of the Crown of *Great-Britain*, by actual Treaties of a long standing: So that in right of them the *English* have a Claim, not only to all the Lands South of the River *St. Lawrence*, (including the *French* Settlements about the *Champlain*, and other Lakes) which were the original Property of those *Indians* and their Dependants; but also all the Lands in and about the Five Great Lakes, which the said Five Nations have subdued or made tributary.

Mr. *D'Anville* seems to be no less unacquainted with the Bounds of our other Settlements: Since he has encroached upon them unreasonably, by a Line drawn at some Distance Southward of the *Obobio*, or *Fair River*, from the Country of the *Five Indian Nations*, to the Borders of *Georgia*. We have therefore restored the *English* Settlements to Part of their just Pretensions, by extending their Bounds, as far only as the River *Wabash*, or *St. Jerom*, to the North, and the River *Mississipi* to the South, taking-in the Countries of the *Creek-Indians*, and the *Chikasas*. Although by the Grants of our Kings we might perhaps have carried them through *Louisiana*, Westward to the South-Sea: Without being guilty of encroaching on the just Rights of the *French*, as the *French* have been of encroaching on ours.

In the Year 1728 the Bounds between *Virginia* and *Carolina* were agreed to be settled by a Line, beginning at *Kuratuk-Inlet*, and extending Westward from thence, between the 36th and 37th Degree of Latitude, with a Design to continue it to the River *Mississipi*; which Resolution we hear was put in Execution last Year, by a Journey made for that Purpose: And it is hoped the Inhabitants of those Countries will preserve their Limits in the full Extent against all Invaders.

A great deal more might be added on this Head; but we must defer it till we come to give the Public particular Maps of the *British* Plantations, which we have had in View for some Time past.



H

PART



P A R T II.

SOUTH-AMERICA.

The SIXTH SHEET.

ALL which relates to the Southern Continent of *America* ; with the Oceans on each Side to the South of the Line, and the Islands dispersed through them, is comprised in the Compass of Two Sheets, marked 5 and 6. This last contains the whole *Peninsula* ; the Situation of whose Coasts has been pretty accurately determined by the Observations of Astronomers, excepting the South Point, called *Cape-Horn*, and Part of the South-East or South-West side ; as will be made appear in the Course of our Remarks : Which we shall divide as they relate to the Northern, Eastern, or Western Coasts ; and the Islands adjacent to each.

I. NORTH COAST.

THIS Part, including the Coast of *Tierra-Firma*, and *Guiana*, with Part of *Brasil*, is regulated, in our Chart, by the Observations both of the Latitude and Longitude, made at *Puerto-Bello*, *Cartagena*, *Santa Martha*, and *Puerto-Cabeillo*, or *Golfo Triste*, in *Tierra-Firma* ; at *Cayenne*, in *Guiana*, and *Para*, near the Eastern Mouth of the River *Marannon*, or the *Amazons*, in *Brasil*. Besides those of the Latitude only, taken at *Paramaribo*, in *Surinam* ; *Cape Orange* and *Cape North*, in *Guiana* ; as set down in the Tables inserted in the Chart itself.

The Longitudes are the more to be relied on, as they result from Observations of the Eclipses of *Jupiter's* Satellites : But it could be wished they had been more equally distributed along the Coasts. For *Puerto-Bello*, *Cartagena*, *Santa Martha*, and *Puerto-Cabeillo*, lying within the Space of $12^{\circ}. 18'$. we have no other Observations for the rest of the Coast Eastward, 'till we come to *Cayenne* in *Guiana* ; which is $14^{\circ}. 22'$. distant.

However,

However, these Observations are of great Use to fix the Situation of this North Coast in general; with respect to which our best Charts have egregiously erred. For Instance, *Puerto-Bello* and *Cartagena* are placed by the Observations from 3 to 7 Degrees, and *Santa Martha* from 6 to 9 more Westward than they are exhibited in those Charts; which likewise give the Latitudes above 20 Minutes in excess. The Maps of *Senex*, *Moll*, and *Popple*, do the same: By which Means the Coast of *Tierra-Firma* is advanced so many Minutes too Northerly; and Cape *Tres Puntas*, near its East-End, 3 Degrees in some, and 7 in others, more Easterly than it ought to be. So that although those Charts may be exact enough as to the Distance between *Puerto-Bello* and Cape *Tres Puntas*, yet by setting them so much out of their true Longitudes, they create an Error, very dangerous to Navigators; whose Safety intirely depends on the Coast to which they are bound, being laid down in the Charts they make-use of, neither at a greater nor a less Distance than it ought to be.

Besides the Observations above-mentioned made by Astronomers, Mr. *Bellin* marks the Latitudes of Cape *De Vela*, Cape *Coquibacoa*, and *la Guaira*, on the Coast of *Tierra-Firma*; with those of the Isles *Buon Ayre*, and *Aves*: Which help to adjust the Situation of the *Leeward-Islands*, ranged along this Coast, whereto those Two Isles belong. Mr. *Bellin* says, those Latitudes, though taken at Sea, were observed with great Care: But he mentions only that of the Two Capes; to both which he gives the same Situation of $12^{\circ} 13'$ *.

In laying down the Course and Windings of the Shores from *Puerto-Bello*, to Cape *Roque*, the most North-East Point of *Brasil*, I have followed Mr. *D'Anville* more than Mr. *Bellin*: Who, misled by *Fritz* the Jesuit, has erred exceedingly in exhibiting the Mouth of the River *Amazons*; which I have represented, with the River itself, from Mr. *Condemines's* Map of it.

II. EAST COAST.

FOR the Eastern Coast of *America*, we have five Astronomical Observations of the Longitude as well as Latitude: Namely, those made at *Olinda* or *Pernambuk* in *Brasil*; the Island of *St. Catherine*, on the same Coast; *Buenos Ayres*, in the Mouth of *Rio de la Plata*; with Cape *Blanco* and *Port Desire* on the *Patagon* Coast: To which we may add that ascribed to the *Rio Gallego*, on the same Coast, a little to the North of Cape *Virgins*.

The Longitudes above-mentioned, although resulting only from Lunar Eclipses, might serve tolerably well to determine the Situation of the whole Eastern Side of this Southern Peninsula, as far down South as the *Magallanic-Streights*, near which the *Rio Gallego* is situate, were they all to be depended on: But that ascribed to the last mentioned River, as well as those made at *Port Desire* and *Buenos Ayres*, are known to be very erroneous; and it is to be feared, that the Longitude of *Olinda*, has not been observed with due Accuracy, since we find a Difference of more than a whole Degree among the Astronomers in computing it.
Mr.

* See Obs. sur. la Carte du *Galpbe* du *Mexique*, p. 8.

Mr. De L'Isle, in his *Geographical Determination of the Situation and Extent of the several Parts of the Earth*, makes it $36^{\circ}. 20'$. West of Paris; De la Hire 37° . Degrees, the *Connoissance de Temps* $37^{\circ}. 30'$. Which of these, or whether any of them is right, Time must discover; for the Observations of Margraf, in 1638 and 1642, from whence those Results are drawn, have not been verified by any since.

In the mean Time I have placed *Olinda* according to the last Supputation of the Academy in $37^{\circ}. 30'$. as Mr. Bellin has also done; but Mr. D'Anville puts it one Degree more Easterly. By this Longitude I have adjusted the Position of the Eastern Coast of *Brasil*. In Consequence thereof it is placed from Three to Six Degrees more West, than found to be in the *English* and *Dutch* Charts, which we have consulted in conjunction with those of Messieurs Bellin and D'Anville, in exhibiting the Coast from *Tierra-Firma*, as far South as Cape *Frio*. In this Part we have been assisted also with the Latitudes of that Cape, of Cape *St. Augustin*, and Cape *Dello* or *Ledo*, at the Mouth of the River *Paraiba**, observed by Dr. Halley, in his Voyages. Mr. Bellin likewise, besides Cape *Frio*, marks Cape *Una* more to the North, and *Ilha Grande* some Leagues to the South-West: Whose Latitudes he says were taken by skilful Pilots, belonging to the King's Ships, but does not specify either in Figures. The same Hydrographer gives Notice farther, that the *Abrolhos-Shoals* on this Coast, so much dreaded by Ships for their supposed great Extent, do not stretch from the Shore above 20 or 25 Leagues†, instead of 50 or 60; at which Distance they are marked in the *Dutch* Charts of Peter Goos and Vankeulen. They are laid down in the old *English* Charts, agreeable to Mr. Bellin's Instructions; and these our Navigators have confirmed.

The *Brasil* Coast, from Cape *Frio* to the *Rio de la Plata*, is exhibited with very little Alteration from Mr. D'Anville's Map; only with some Difference as to the Latitude of *St. Catherine's-Island*, which I have regulated according to the Journal of Lord Anson's Voyage in 1740. The Longitude of that Island I make to be $31^{\circ}. 37'$. being the Result of the Observation of a Lunar Eclipse, made there by Captain Legg, aboard the *Severn* in 1741. This is one Degree more West than Mr. Bellin places it, after Frazier and other *French* Navigators.

In consequence of the Situation given to *St. Catherine*, I put *Buenos Ayres* in Longitude $42^{\circ}. 5'$. that is $1^{\circ}. 45'$. more to the West than Mr. Bellin places it; and almost Ten Degrees more to the West than results from the Observation of *Pere Feuillée* in 1709; which makes its Longitude no more than $32^{\circ}. 25'$.

With regard to this Place Mr. Bellin tells us, "That the River *De la Plata* (whose Mouth is laid down from several accurate Plans) is settled in his Chart, "in consequence of the Situation given by him to the Coasts of *Brasil*." It may be presumed also, that in adjusting these Parts, he called-in to his Assistance, besides the *French* Marine Journals, the Longitude of *Buenos Ayres* above-mentioned,

* From the Latitude of $6^{\circ}. 55'$. observed at Fort *Ledo*, at the Mouth of the River of *Paraiba*, by Dr. Halley in 1699, it appears, that the Latitude of *Paraiba*, which is 3 Leagues more South, must be more than 7 Degrees; and consequently that $6^{\circ}. 38'. 18''$. the Latitude said to

be observed by Mr. Couplet le Fils, the Year before, must be very erroneous.

† Yet the Squadron under Commodore Anson, judged themselves to be from 90 to 60 Leagues off *Brasil*, when they came upon the Edge of the *Abrolhos*.

tioned, corrected by Doctor *Halley*: Since he has placed that City in $40^{\circ}. 20'$. exactly conformable to the Doctor's Correction; and contrary to the Authority of his principal Guide *Frazier*, who puts it in about 42 Degrees, as laid down in our Chart. On this Occasion I must observe, that if Mr. *Bellin* had no Mind to own the Obligation of rectifying his Chart to Doctor *Halley*, he might at least have taken Notice how exactly he had found the Doctor's Correction to tally with the Estimations of the *French* Navigators.

The Desert Coast, from *Rio de la Plata*, to Cape *Blanco*, is but little known. The Situation which I have given to this Cape, and by which indeed, that of the whole Coast, from the Isle of *St. Catherine* to Cape *Horn*, has been regulated results from the Observation of a Lunar Eclipse, made at that Place by Captain (afterwards Sir *John*) *Narborough* in March 1670, compared with his Reckoning by Sea: Or rather I have laid down that Cape according to his Estimation, confirmed by the Result of that Eclipse; which Situation preserves a Medium between the two Extremes, hereafter mentioned, found in the Charts. By that Eclipse, Captain *Narborough* determined Cape *Blanco* to be situated 4 Hours, 41 Minutes, or 70 Degrees West of *London*; and by his Reckoning at Sea, $61^{\circ}. 56'$. West of the *Lizard*: To which adding $5^{\circ}. 38'$. *, you have $67^{\circ}. 34'$. from *London*; and $2^{\circ}. 25'$. more reduces it to the Meridian of *Paris*: Which makes its Longitude from thence $69^{\circ}. 59'$. or $49^{\circ}. 59'$. from *Ferro*, by subtracting 20 Degrees, for the Difference of Meridians.

In this Situation therefore I have placed Cape *Blanco*, as Mr. *D'Anville*, probably from the same Authority †, had done before me: Whereas Mr. *Bellin* (and after him Mr. *Brouckner*) the better to conform himself to the Longitude given by him to *Buenos Ayres*, puts it in $46^{\circ}. 30'$. But altho' this is less by $3^{\circ}. 29'$. than the Longitude determined by Captain *Narborough*; yet having suppressed that Determination, which he ought to have divulged for the Benefit of Navigation, he even undertakes to support his own, though so contrary to it, from that Navigator's reckoning of the Distance run between *St. Jago*, one of the *Cape de Verd* Islands, and Cape *Blanco*, which he makes to be 735 Leagues. I cannot forbear reciting the extraordinary Method, which Mr. *Bellin* takes to compass his Design. " These 735 Leagues, says he, amount to about 44 Degrees of West Longitude: But the Island of *St. Jago* being by our first Chart [of the Western-Ocean] in $24^{\circ}. 30'$. and *Port Desire* being in $68^{\circ}. 15'$. there are then $43^{\circ}. 45'$. between these Two Points, which are within 15 Minutes of what that able Navigator found them."

Here Mr. *Bellin*, to serve his Turn, has strangely misrepresented Things: First, he lessens the Difference of Longitude given by Captain *Narborough*, above half a Degree: For what he calls about 44 Degrees, should be $44^{\circ}. 38'$. Secondly, to widen the Space, he assumes two Extremes very different from his Author. He fixes his first Point at the East-End of *St. Jago*, whereas, the Captain begins his reckoning from *Porto-Praya*, at the West-End, 50 Minutes more Westward by the same Chart; and makes *Port Desire* his second Point, which he has placed

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near

* *Narborough* reckoned $7^{\circ}. 10'$. for the Meridian Distance between the *Lizard* and *London*.

† Joined perhaps with the Observations made by the *Spaniards* along the Coast in 1746.

near one Degree more West than Cape *Blanco* itself, which is Captain *Narborough's* second Point. Lastly, after this Curtail of near two Degrees and a half, finding the Space between his two Points too narrow still to admit the 44 Degrees, he has the Address to tell his Readers (who, he imagines will take his Word without examining farther) that *Port Desire*, by his Chart of the Southern Ocean is in $68^{\circ} 15'$ of Longitude from *Paris*, although it is only in $67^{\circ} 15'$ or $30'$ at most.

That Mr. *Bellin* has shewn much Dexterity on this Occasion cannot be denied: But how far his Calculations, or his Proofs, are to be depended on, after such an Instance of his Insincerity as this, must be left to Navigators to determine. Had he stated the Case fairly, for the Benefit of the King's Ships, as he ought to have done, it would in a surprizing Manner have shewn the Accuracy of Captain *Narborough's* Reckoning: For, if you add $44^{\circ} 38'$ the Distance run between *Porto Praya*, and Cape *Blanco*, to $25^{\circ} 20'$ (the Longitude of that Port from *Paris*, by Mr. *Bellin's* Chart) the Sum will be $69^{\circ} 58'$ which is but one Minute less than what results from that able Navigator's Reckoning from *London*. So that he may be said to have determined the Longitude of *Porto Praya*, as exactly from *London*, as it has been since determined, by it's known Distance from Cape *Verd*, or the Meridian of *Ferro*, which is not above Five Degrees; and the exact Agreement of his Reckoning in this Respect is a strong Presumption, if not an absolute Proof, that it is right also with respect to Cape *Blanco*.

These Things considered, I am surprized that Mr. *Bellin* was not struck with such convincing Evidence; or how he could find in his Heart, to stifle and prevent, as he has done, a Calculation accompanied with so many Criterions of Certainty, to support so glaring an Uncertainty, as from his Manner of Proceeding, his own Hypothesis must have appeared to himself. Let that be as it will, I have for the Reasons aforesaid chosen to place Cape *Blanco* in the Longitude resulting from Captain *Narborough's* Reckoning from the *Lizard*, rather than that resulting from his Observation of the Moon's Eclipse, or his reckoning from *London*, which he makes $69^{\circ} 16'$ (by adding $7^{\circ} 20'$ to the *Lizard* reckoning, for the Meridian Distance) and according to which, within 16 Minutes, it is placed in the Voyage of the *Centurion*, in 1740.

As to the Longitude of *Port Desire*, about Ten Leagues to the South of Cape *Blanco*, resulting from the Observation of a Lunar Eclipse, made at that Place the 18th of *September* 1670, by Mr. *Wood*, Mate to Captain *Narborough*; which puts that Port 73 Degrees West of the Meridian of *London*, or $55^{\circ} 35'$ from that of *Ferro*, it appears to be wrong: Not only as it differs above Five whole Degrees and a half in Excess from the Captain's Observation, confirmed by his accurate Reckoning; but also, as it is incompatible with all the Estimations of skillful Navigators, and therefore is rejected by the Geographers. And, here it may be proper to observe, that Doctor *Halley's* placing this Coast Four Degrees still more Westward, was owing to a wrong Information in two Respects, which he received of *Wood's* Observation, several Years before either his or Captain *Narborough's* Relation of the Voyage was published: For, the Result of that Observation was represented to him to have been 76 Degrees instead of 73; the Observation was said likewise to have been made at *Port St. Julian*, instead of *Port Desire*, which being $1^{\circ} 13'$ more East than *St. Julian*, refers this latter to $77^{\circ} 13'$ as Doctor *Halley* has placed it in his Chart. Hence arose a Difference of no fewer than 14 Degrees

Degrees between that Chart, and those of *De L' Isle* and *Frazier*, in the Longitude of *Cape Horn*, they placing it as much too Eastward, by following the *Rio Gallego* Longitude, as the Doctor did Westward by the Misguidance of his wrong Information.

But to return to *Cape Blanco*. Supposing then the Situation of this Cape as I have placed it to be tolerably exact, the remaining Part of the Coast as far as *Cape Virgins* must be admitted to be so of Course. For Captain *Narborough* after staying a whole Winter in the Parts about *Port Julian* and *Port Desire*, in his Passage from thence to the Streights of *Magallan*, carefully observed the Bearing and Distance. The like was done before by *Fuller*, Master of the *Desire*, in which *Candish* sailed round the Globe, in 1586; whose Journal is very particular, and agrees exactly as to the Bearings with *Narborough's* Chart: So that it may be presumed, that in placing *Cape Virgins* in $53^{\circ}. 45'$. conformable to his Reckoning, we have given it the right Situation. If so Mr. *Bellin* has in his Chart erred Seven Degrees, *De L' Isle* and *Frazier* $7^{\circ}. 45'$. in the Meridian Distance between it and *Olinda* in *Brazil*, by placing that Cape so many Degrees more East than I have done.

But whether that be the true Situation or not of *Cape Virgins*, with respect to the Meridian of *Ferro*; yet it must be allowed to be so at least as to that of *Cape Blanco*, from which it stands $3^{\circ}. 46'$. more to the West. For all this Mr. *Bellin*, and after him Mr. *Brouckner*, place it no more than 15 Minutes more West than that Cape; which makes a Difference of $3^{\circ}. 31'$. A most enormous Difference in so short a Space of Coast; and such an Error as it can scarcely be conceived that so experienced a Navigator as Captain *Narborough* could be guilty of, supposing his Reckoning was not confirmed by that of Mr. *Fuller* before-mentioned. However that be, Mr. *D'Anville* differs from us little more than half a Degree in the Longitude of *Cape Virgins*.

Mr. *Bellin* has in this Particular sacrificed, or rejected the strongest Evidence of Nautical Reckonings; which upon other Occasions he lays great Stress upon, on far less Grounds, to conform himself to the Longitude of the *Rio Gallego* *: Which is from the Nature of it very uncertain, as being no other than the Result of the Distance of the Mouth of that River, to the North of *Cape Virgins*, from a Place in the Valley of *Bucelena* or *Bucalan*, near *St. Jago* in *Chili*, Eighteen Degrees more to the North; whose Longitude is deduced from the Time of a Lunar Eclipse, observed by *Pere Mascardi*, the 13th of *March* 1653, and whose Distance from *Gallego* River is said to be known. But neither has that Observation been verified, nor does it appear that the Distance is known, or can with any Certainty be known; considering the Circumstances of the intervening Country, joined to the great Length of the Way.

In support of this I might quote Mr. *Bellin's* own Authority: For he makes the Longitude of *Bucalan* itself almost 55 Degrees: Whereas, according to *Pere Mascardi's* Observation that Place should lie in $52^{\circ}. 30'$. West of *Ferro*; and *Rio Gallego* having been computed to be $4^{\circ}. 30'$. more East than *Bucalan*, hence the Longitude of Forty-eight Degrees comes to be ascribed to it.

Will

* Mr. *Bellin* is probably now convinced of this; since in the late Advertisement to his Memoirs, he acknowledges p. 4. that he has some Corrections to make in the Coast between

the *Rio de la Plata*, and the Streights of *Magallan*, from the Remarks made in 1746, by some Jesuits and Officers, sent by the King of *Spain* to visit that Coast.

Will Mr. *Bellin* contend that the Longitude of *Rio Gallego* is right ; and yet put *Bucalan*, from whose Meridian that Longitude is deduced, $2^{\circ}. 30'$. more West than it ought to be by the Observation ? This Mr. *Bellin* doubtless did to make the Situation of *Bucalan* Valley quadrate with the more accurate Observations of the Longitude made at *La Concepcion* ; and in that to be sure he did right : But then ought not he, in consequence of removing *Bucalan* $2^{\circ}. 30'$. Westward, to have also removed *Rio Gallego* so much Westward in order to preserve the Meridian Distance of $4^{\circ}. 30'$. on which the Longitude assigned to it is grounded ? For I cannot suppose that this Circumstance could have escaped Mr. *Bellin*'s Penetration. However that be, he makes the Difference of Longitude between those Places Seven Degrees, which yet seems to have been a great deal too much before ; since according to Mr. *D'Anville*'s, as well as our Chart, it is not above One Degree Ten Minutes.

For the above Reasons, Mr. *Bellin* ought to have concluded, that the Longitude of the *Rio Gallego* was erroneous, and regulated its Situation by that of Cape *Blanco*. What is still more extraordinary, Mr. *Bellin* has paid so little regard to Captain *Narborough*'s Journal and Chart, (which in this Part of the Coast, and the *Magallanic-Streights* at least, must be allowed to be for the general very accurate) that he has removed *Port Desire*, one whole Degree more West than Cape *Blanco*, instead of one Mile, or Minute only, as that Navigator computes it ; and at the same Time places *Port St. Julian* no more than Five Minutes to the West of *Port Desire*, which yet according to Captain *Narborough* ought to be $1^{\circ}. 15'$. In a Word, Mr. *Bellin* has put Cape *Virgins* $1^{\circ}. 15'$. more East than the *Rio Gallego*, whose Meridian Distance by *Narborough*'s Chart, is not above Four Minutes to the West of that Cape ; which I have placed in $53^{\circ}. 30'$. of Longitude, only Two Minutes more East, than it is computed in the Journal of Lord *Anson*'s Voyage on board the *Centurion*.

To leave Cape *Virgins*, which Mr. *Bellin* puts 7 Degrees more East than it is in our Chart ; I have placed *Le Maire's-Streights* about $2^{\circ}. 40'$. East of that Cape, nearly agreeing with Mr. *Bellin* *, who after *Frazier* makes the Meridian Distance $2^{\circ}. 45'$. not 4 Degrees, as by Mistake, I dare say, not Design, is charged by the Author of Lord *Anson*'s Voyage in 1740 ; yet with regard to the Situation of Cape *Horn*, and the Islands along the South Coast of *Tierra del Fuogo*, we differ greatly. But before I pass to them, I must observe that these Streights, (which more properly ought to bear the Name of *Schouten*) have produced Two others, that of the *Henrich Brower* in 1643, and that of *Le Roch*, discovered as pretended, in 1675, both which are inserted by *De L'Isle* in his Map of the South
Part

* Consequently Mr. *Bellin* places these Streights near 7 Degrees more East than they lie in our Chart. But in the Advertisement to his *Memoirs* p. 6. he says, they ought to be placed 40 or 45 Leagues, (which amount to about 4 Degrees in that Latitude) more West than in his Chart of the *Southern-Ocean* ; in Consequence of the Winding of the Coast from the *Rio de la Plata*, (to the Streights

of *Magallan*) as examined in 1746, by the King of Spain's Order. Here he allows an Error of 4 Degrees in the Situation of the Streights of *Le Maire* ; and possibly at length may be obliged to allow the other Three, notwithstanding his being prepared with strong Objections against the Longitude given to that Coast in Lord *Anson*'s Voyage, with which our Chart agrees within a few Minutes.

Part of *America* in 1703; but both are excluded in his Map of 1702, as well as the Island discovered by *Le Roch* in Latitude 45, which was inserted in the former Map.

To return now to Cape *Horn*. First I put that Cape but 2°. 40'. West of Streights *Le Maire*, which is 1°. 50'. less than Mr. *Bellin* places it. This brings it to near the same Longitude with Cape *Virgins*; whereas, Mr. *Bellin* with Mr. *Frazier*, places it about 1°. 40'. more West. Hence, with us it is in the Longitude of 53°. 40'. and with Mr. *Bellin*, of 48°. 30'. the Difference is 5°. 10'. by which Cape *Horn* is placed more West in our Chart than those of Messieurs *Bellin* and *Brouckner*. So that although Doctor *Halley*, misled by the wrong Report of *Wood's* Observation at *Port Desire*, differs in his Chart 13°. 25'. from Mr. *Bellin*; 14°. 28'. from Mr. *Frazier*; and 15°. 55'. from *De L'Isle*, in his first Maps; yet he has not deviated Westward from our Account, above three Degrees more than Mr. *Bellin*; or two Degrees more than Messieurs *Frazier* and *De L'Isle* have deviated Eastward. Altho' the last mentioned Geographer charged him with erring above ten Degrees; which must be understood with respect to his own erroneous Reckoning. But, if we deduct 4°. 13'. in which the Doctor was imposed on by the aforesaid wrong Information, his Chart will vary from ours one Degree less than Mr. *Bellin's*. However, in order effectually to settle this important Point, and put an end to the Disputes among Geographers, it will be necessary to procure a good Observation of *Jupiter's* Satellites, to be made somewhere towards the Mouth of the *Magallanic-Streight*, if it cannot be made at the Cape itself.

Secondly, my Chart differs from Mr. *Bellin's* in several other Particulars relative to Cape *Horn*, no less than with respect to the Longitude. I make that Cape to be the South Point of *L'Hermite's* Island; he makes it a Part of *Tierra del Fuogo*: He represents *L'Hermite's* Isle to be a small one, and puts it 24 Leagues from thence to the East; I make it a large Island, at the Distance only of Two Leagues from *Tierra del Fuogo*: I place *Barnevelt's* Isles about Six Leagues East-by-North of Cape *Horn*, on *L'Hermite's* Island; he places them about Twenty Leagues South-South-East of his Cape *Horn* in *Tierra del Fuogo*, and the same Distance South-West of *L'Hermite's* Isle: In all likelihood mistaking for them Isles of *Diego Ramires*, which he has again mistaken for that of *Diego Roc*, lying near the Coast of *Tierra del Fuogo*; both mentioned in Don *Juan's* Chart of the West Coast of *America*, published in 1744.

To support our Alterations from Mr. *Bellin*, and account how so strange a Difference came to be introduced in the Charts, it must be observed, that in the Voyage of *Schouten*, and *Le Maire*, who in 1616, first past round that Coast; the Isles of *Barnevelt* are put in 57 Degrees of Latitude, and Cape *Horn* about 10 Leagues to the Westward, in 57°. 48': In the Chart also belonging to that Voyage, this Cape is made a Part of the main Land of *Tierra del Fuogo*. In the Voyage and Chart of *Jaques L'Hermite*, who took the same Rout ten Years after, we find Things quite different. *Barnevelt's* Isles are placed in about 56°. 4'. Cape *Horn* is 56°. 10'. and this latter instead of being joined to the main Land, is found to be the South Point of a large Island near Forty Miles long and Twenty broad, which his People sailed round; having to the North a large Passage for Ships between it and *Tierra del Fuogo*, interspersed with Islands, and furnished with large Bays and Harbours,

Harbours, to which they gave Names. The imperfect Accounts of subsequent Voyages introduced more Confusion amongst the Geographers. *Sanfon* seems to have adhered to *Schouten's* Report; but the *Dutch* attempting to unite the several different Accounts together, formed a confused Medley. *De L'Isle* in his Map of the South Part of *America*, published in 1703, follows neither of those first Navigators: Placing *Cape Horn* (which he joins to the Main) much nearer to the Streights *Le Maire*; and *Barnevelt's* Isles to the South-West of it, quite contrary to both.

Frazier seeing the Confusion which Things lay in, and being assisted by some Journals of *French* Pilots, in 1712 undertook to draw a correct Chart of these Coasts: But in doing this he seems to have taken the *Dutch* Charts above-mentioned for his Ground-Work, without having recourse to those, either of *Schouten* or *L'Hermite*. However, this Chart was received as a very accurate one, on the Credit of its Author; and has been generally followed ever since by the *French*, and even *English* Hydrographers. *De L'Isle* seems to have adopted it in his Map of *America*, published in 1722; and Mr. *Bellin* has likewise copied from him in his Charts: But Mr. *D'Anville* has in his Map given this Part of the Coast in Question, with the adjacent Islands, agreeable to *L'Hermite's* Chart, and Journal (only altering the Latitudes a little) and that with very just Reason; for if we cannot depend on what is so circumstantially related and described, we can depend on nothing.

We see here a great Difference in the Latitude of *Cape Horn* and *Barnevelt* Isles, between the first Discoverers, *Schouten* and *L'Hermite*. *Garfia de Nodal*, who past it Two Years after *Schouten*, places it in $56^{\circ} 22'$. or rather more South. *Frazier* is not consistent with himself on this Occasion: In one Place *, he affirms it is in reality no more than $55^{\circ} 45'$: In another †, he says, it is in $55^{\circ} 50'$. or 56 Degrees at most. 'Tis true according to *De L'Isle* ‡, the Latitude was found to be $55^{\circ} 40'$. by Mr. *De la Verune*; and so Mr. *Bellin* says it ought to be placed, conformable to several Observations in those Parts by several Navigators §; but does not say it was actually observed. Thus indeed he puts it in his Chart of the Southern Ocean; but in his Map of the World it stands as low as 57 Degrees of South Latitude.

There are other Differences to be found relating to *Cape Horn*: For *Schouten* places it about 40 Leagues from Streights *Le Maire*; *L'Hermite* not above 26 Leagues; *Frazier* says the Distance is 40 or 50 at most ||; and *Bellin* that it is not above 55 or 60.

For all this Disagreement among Navigators with respect to this Cape, I am of Opinion they all design the same Point, for the following Reasons. First, 'tis agreed that *Cape Horn* does not lie more South than about 56 Degrees. Secondly, neither *L'Maire* nor *L'Hermite* found any Land more Southerly, or indeed so far South as what each calls *Cape Horn*. Thirdly, because to come at it from *Le Maire's* Streights, they steered South-West; and that as soon as they had doubled it they failed North-West. Fourthly, That *Garfia de Nodal* in 1618, having

* Pag. 285.

† Pag. 40.

‡ Mem. Acad. tome 24. p. 473.

§ Pag. 13 of his Remarks on his Chart of the Southern-Ocean.

|| Pag. 285.

having doubled the Cape, put into a Bay just behind it, which was in $56^{\circ}. 22'.$ * and thence sailing into $56^{\circ}. 30'.$ which was the farthest he past Southward; stood North-westward, continually lessening his Latitude till he got to the West Mouth of the *Magallanic-Streight*, thro' which he returned to *Brasil*.

However, since then, later Navigators may possibly have mistaken some other Point for Cape Horn; and this seems to have been the Case with Captain *Joaquin Darquistade*, who in 1715 is said to have discovered a large Bay on the West of Cape Horn, which makes the most Eastern Point. A Draught of this Bay, called by him *San Francisco*, is inserted in *Don Juan's* Map of the West-Coast of *South-America*, published in 1744. 'Tis true both *De Nodal* and *L'Hermite* found a large Bay behind Cape Horn, which they entered; and the latter observed its Latitude to be $56^{\circ}. 22'.$ But, it cannot be the same with that of *San Francisco*, which is Twenty Leagues long; whereas *L'Hermite's* Island, in which the other Bay lies, is not above twenty Miles broad, in that Part where the Bay enters. The Bay of *San Francisco* therefore is more like that of *Nassaw* to the West of *L'Hermite's* Isle, whose Western Point makes the Eastern Point of the Bay; and bears South-East from the Western Point of the Bay, like the Eastern Point of *San Francisco*. It is also of the same Extent, that is about 40 Leagues in Length. The Western side likewise of *Nassaw's-Bay* resembles that of *San Francisco* in its Windings, and Points shooting from it. The chief Difference is that the Bay of *Nassaw* is all open to the Sea on the East-side: Whereas that of *San Francisco* is represented as bounded by the main-Land, with only Two or Three Openings like the Mouths of Rivers, as they appeared at a Distance.

Before I leave this famous Cape and Bay, I must take Notice of two other Variations in these Quarters, found in the Charts. In that of *L'Hermite's*, a little to the West of *Streights Le Maire*, is a deep Inlet, with an Island in the Mouth of it. The like appears in *Frazier's* Chart, and is named by him *Windon's-Bay*. This Name seems to be a Corruption of *Winthonds*, that is, *Grey-Hound's* Bay, which lies in the Middle of the North Coast of Bay *Nassaw*; and to have been transferred from thence by *Frazier* to the former. Mr. *Bellin* has inserted the same Bay after *Frazier*, but distorts the Name still more (a Thing frequent with him) calling it *Widen's-Bay*.

The other Variation relates to two Islands which *L'Hermite* found near Bay *Nassaw*, 14 or 15 Leagues from Cape Horn; and were not laid down in the Charts of his Time. These are they which after *Don Juan's* Chart I name *Diego Roc*. Mr. *D'Anville* names them *Ildefonso*: But in *De Laet's* Map the *Ildefonso's* are placed to the East of Cape Horn; and beyond them the Isle of *Gonsalvo*, which seems to be the *Tebalten* of *L'Hermite's*.

Of the first Navigators, *Schouten* only describes Cape Horn. He says, he found the Coast to the North of it ranged with high Mountains covered with Snow, which terminated in a pretty sharp Point, which is that of the Cape.

* It was ranged on each Side, with very high Mountains; and had Islands in it, which were mere barren Rocks.

III. *Islands in the Southern-Ocean.*

THE Situation of the *States-Island* is adjusted by that of *Streights Le Maire*, on the East-side of which it lies.

The Three Islands of *Sebald de Weert*, and *Faukland's* Islands have the same Position as in Mr. *D'Anville's* Map. I place the most Eastern Point of the latter in about $45^{\circ}. 20'$ of Longitude, which is above Three Degrees more West than it lies in Messieurs *Bellin* and *Brouckner's* Charts. This Island or Islands (for it seems to be divided in the middle by a Channel of the Sea from North to South) were discovered by Sir *Richard Hawkins*; who, in his Voyage to the South-Sea in 1593*, coasted all the Northern-Shore, and describes the Country †, giving it the Name of *Hawkins's Maiden-Land*, in Honour of Queen *Elizabeth*. The next who touched at them was Captain *Strong*, who went into the *South-Sea*, in quest of a Plate-Wreck, and called them *Faukland's-Islands*. This Intelligence we have from Doctor *Halley*, who perused the Captain's Journal, but mentions not the Time of his Expedition, which we suppose was between the Years 1670 and 1680.

For all this Mr. *Frazier*, and after him *Bellin*, ascribe the Discovery of these Islands to their own Nation. A Claim the more extraordinary, as at the same Time they confess that they were not known to the *French* till the Year 1700; and that they must be the same discovered by our *Hawkins* so long before: But they seem unacquainted with the later Visit of *Strong*. However, they have given them the Names of the *New-Isles* and the *Malouines*; from the Ships of *St. Malo*, which first lighted-on them: Also, that of *Anican*, to a Cluster of Islands on the South-East Coast. As to the Name of *Assumption*, which the Western of the Two great Islands bears, it was imposed by one of the *St. Malo* Men, who mistook it for a New-Land, much to the Eastward of the rest. To the South of these Isles, is that of *Beuchene*, lately discovered by the *French*.

Pepys's-Island, discovered by Captain *Cowley* in 1683, we place about $3^{\circ}. 20'$ to the East of Cape *Blanco*. Messieurs *Bellin* and *Brouckner* have omitted this Isle in their Charts. Here is a very spacious Harbour; and altho' the Island is uninhabited, yet it is very commodious, as furnishing Wood, Water and Fowl.

I have put the Island of *Trinidad*, or the *Trinity*, in the Longitude of $12^{\circ}. 25'$ agreeable to Doctor *Halley's* Determination, about 220 Leagues East of the *Brasil* Coast. I have likewise marked the suppositious Isle of *Ascension* in the same Latitude, and about Five Degrees to the East of the other. The *Trinidad* being laid-down in the Charts, by the first Discoverers, in 19 Degrees of South Latitude; subsequent Navigators, who found it in upwards of 20 Degrees, took it for a different Island, and called it *Ascension*. Hence, two Islands came to be inserted in the Charts under different Names and Longitudes; being placed about Five Degrees asunder. But in the Year 1670 Doctor *Halley* in his Passage from the

* It seems to have been seen the Year before, by *Candish* in his Voyage round the World.

† Sir *Richard* liked it so well, that he was

sorry he could not stay to examine it more thoroughly, by going on Shore. Capt. *Woodes Rogers* sailed along the North-Shore in 1708.

the Isle of *St. Helena* to that of *Trinidad*, had an Opportunity of discovering this Error; and that the Island which the *French* called *Ascension*, was no other than the former. Accordingly he omitted it in his *Map of Variations*, which he published in the Year 1700.

Upon this Occasion, Mr. *Frezier* in his Voyage to the *South-Sea* in 1711, accuses the Doctor with suppressing the Island of the *Trinity*, and giving that Name to the Isle of *Ascension*, which yet he allows had been mistaken for the other; on Account of its lying in about the same Latitude, and having Three small Isles or Rocks at some Leagues Distance to the East of it. Doctor *Halley*, in Answer to this Charge, in a Postscript to the *English* Translation of *Frezier's* Voyage, declares that he is certain to a Demonstration: That, to the Eastward of the Isle which he calls *Trinidad*, there are no other Islands to be found, excepting the Three Inlets or Rocks, which are about 7 or 8 Leagues to the Eastward of this Island; and which having been seen from the East, have been named by some the Isles of *Martin Vaz*. He affirms, that in the Year 1700 he kept the Parallel of 20° . $20'$. South, with a West Course for above 200 Leagues to the Eastward of the Place in Question; and met with no Land or Sign of Land, by Birds or otherwise, 'till he first made the said Three Rocks: Which lie nearly in a Line from North to South, and are not above One Mile asunder, the middlemost being the biggest. From hence the Doctor concludes it is evident, that, if the Island in Question was *Ascension*, there can be no such as *Trinidad* East therefrom; and challenges Mr. *Frezier* to produce any Authentic account of Islands seen thereabouts, which were not in the said Latitude of 20° . $20'$.

To put the Matter quite out of Doubt, Doctor *Halley* adds: That this Latitude has been often examined by (*English*) Ships, which have missed the Island of *St. Helena*, and been obliged to look for these Islands in hopes to find a Watering-Place; particularly in 1696 by Commodore *Warren*, destined to Convoy Home the *English* East India Fleet from *St. Helena*. " This Officer not being sure of the Situation of these Islands, marked in the Charts between the Latitudes of 20 and 21° . spread his Ships in such a manner that nothing between those Two Parallels could be pass'd-by unobserv'd. But after he had followed a due West Course, almost home to the Main of *Brasil*, for near 420 Leagues, he found no other than the single Island, which we call *Trinidad*, and the *French* *Ascension*; which after-all afforded him no sufficient Water-Place. Moreover, continues the Doctor, all the Islands there-about being by Letters Patent of his late Majesty King *William*, granted to Sir *John Hoskins*, late of *Harwood* in the County of *Hereford*, *Bart.* and to his Heirs; the said Proprietor has actually caused Possession of the said *Trinidad* to be taken for his Use, in the Name of the Crown of *England*, and has put live Stock thereon: Having found himself disappointed of all the rest that are laid down in the Charts, which upon the Search, he was satisfied, were not in *rerum Natura*."

Notwithstanding these convincing Arguments, Mr. *Bellin* has inserted Two Islands *, calling that *Ascension*, which Doctor *Halley* names *Trinidad*; without taking

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* Nay Mr. *Bellin* continues inflexible in his Opinion; although he acknowledges elsewhere, that some [*French*] Navigators maintain these Two Islands are one and the same: Parti-

cularly those of the Companies Ships the *Eagle* and *Mary*, which in 1739 went in quest of those Islands. See *Advertisement to his Memoirs*, Pag. 4.

taking the least Notice (as is usual with him) of the Proofs alledged to the contrary, or producing any other kind of Argument than what Mr. *Frazier* had done before, That is, instancing the Report of Navigators. Not of any who sailed as Dr. *Halley* did, and those employed by the Proprietor, in the same Parallel purposely on the Discovery: But of such only as touched at the Island in their Way to or from *America*, whose Mistakes in Reckoning might easily countenance the other: Nor does he offer to produce the Rout of any Ship which had touched at both in the same Voyage. Nay seeming to conceal the Evidence which arises from a Parity of Latitude, instead of telling us, as *Frezier* does, that *Ascension* lies in $20^{\circ}. 25'$. he only says, he puts it One Degree more South than the *Dutch* Charts, (which is saying nothing). Hence possibly with the same View he puts his *Trinidad* in only $20^{\circ}. 20'$. five Minutes less than *Frazier*; and Ten less than Dr. *Halley*. It may be likewise supposed that he has given *Trinidad* Four Isles instead of Three, contrary to *Frezier*: For, tho' some careless Mariners might make Two such Mistakes, yet 'tis scarce possible that any exact Observers, as he represents his Navigators to be, should differ so much from two such experienced Observers, as Dr. *Halley* and *Frezier*. Mr. *Bellin* by taking no Notice of Dr. *Halley*'s Defence, gives room for these Conjectures.

As to the Island of *Fernando de Noronba*, which Mr. *Bellin* in his Map of the World, calls *Dauphin*, lying-off the most North-east Part of *Brasil*; it has the same Situation in our Chart as in his.

West-Coast of *South-America*.

TO begin our Remarks at *Cape Horn*, where we left off. The Coasts from thence to the West Entrance of the *Streights of Magellan* are very little known, Ships never touching at them unless driven thither by contrary Winds. By such an Accident the *Streights* both of *Jalouche* and *Sarmiento* were found to have a Communication with those of *Magellan*; the South-side of which, called *Tierra del Fuogo*, is probably divided into Islands.

The Extent of Coast from *Cape Horn* to the Western Entrance of the *Magallanic-Streights*, is adjusted by the Situation given that Cape, and the Extent of the *Streights* themselves from East to West, as laid down in Captain *Narborough*'s Chart; containing about Seven Degrees in Longitude.

Several exact Astronomical Observations have been made on the West-side of this Southern Peninsula, particularly at *Panama*, *Lima*, *Ilo* or *Hilo*, *Arica*, *Cochimbo*, *Valparaiso*, and *La Concepcion*, for both the Latitude and Longitude: Besides several others for the Latitude only, some of which are inserted in the Chart. By these Observations the general Position of all the Western Coast, so far South, has been determined; so that all which remains unsettled of it is from *La Concepcion* Southwards to the *Magallanic-Streights*: But for want of an Observation to fix the Situation of that important Point, a great disagreement is found among the Charts.

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The Western Entrance of those Streights being in our Chart laid-down in Consequence of the Position given to the Eastern Entrance ; this Coast from thence to *La Conception* lies about North by East. This bearing of the Coast is conformable to the Observation of Sir *Francis Drake*, and other early Navigators, who found the Coast of *Chili* to trend toward the North-East, and not to the North-West, as the Charts represented it. Succeeding Geographers for the general gave it that Direction ; and Mr. *De L'Isle* followed their Example in his first Maps : But in his last Map of *America*, the Coast between the Streights and *La Conception*, lie near due North and South *. This Position that eminent Geographer seems to have given on the Authority of *Frezier*, whom Mr. *Bellin* has likewise copied ; and thus ascribes nearly the same Longitude to those two Extremes : Whereas I make a Difference of $4^{\circ} . 20'$. by how much *La Conception* lies more East in our Chart than the West Entrance of the Streights of *Magallan*.

Our Chart differs likewise considerably from Mr. *Bellin's* in the Disposition of the Coast between those two Places : Which we have laid down conformable to the Chart of the *Southern Part of North-America*, inserted in Lord *Anson's* Voyage, as improved from the Draughts and Observations made by Captain *Cheap*, on board the *Wager* ; which give a considerable Rounding or Projection to the Coast †, from Cape *Victoria* to the Bay of *Ancud*, between *Chiloe* and the Main. According to the Astronomical Observations inserted in the Chart, the Difference of Meridians between *La Conception* and *Lima*, is nearly the same as between *La Conception* and the *Magallanic-Streights* ; that is, $4^{\circ} . 13'$. In this we agree with Mr. *Bellin*, who follows the same Observations, and sets forth the Errors of the *Dutch* and *English* Charts.

Vankeulen in placing those Cities under the same Meridian, as Mr. *Bellin* had done the Streights and *La Conception*, commits a no-less Error of above Four Degrees : And *Peter Goos* makes the Difference of Longitude no more than One Degree. On the other Hand the Charts of *Thornton*, in the *English Pilot*, put *Lima* Four Degrees more East than *La Conception* ; and that of Dr. *Halley* Three Degrees, instead of placing it so many Degrees more West : Whence arises an Error of Seven or Eight Degrees, which makes a considerable Alteration in the Bearing or Trending of the Coast. I know not how to excuse *Thornton* : But the Error of Dr. *Halley* is a Consequence of the Position given to the Streights of *Magallan* ; by following the spurious Account of *Wood's* Observation at Port *Julian*, as before-mentioned.

By the same Observations the Difference of Meridians between *Lima* and *Panama*, is $1^{\circ} . 21'$: But *Vankeulen's* Charts make it Five Degrees ; *Thornton's* Three ; and Dr. *Halley's* Six. Such considerable Errors committed in so small a Space of Coast, demonstrates that the Routs of Navigators are very precarious Means whereby to determine the Longitude of Places, without Astronomical Observations to regulate

* The *Spanish* Charts, published by Captain *Cook*, in 1712 ; and that of the West-Coasts of *South-America*, by Don *Juan Juan*, in 1744, lay them down nearly in the same Position.

† The Difference which this Correction makes, in this Part is very Conspicuous in the

Chart of Don *Juan*, who exhibits the Coast both Ways : For that drawn according to Capt. *Cheap's* Observations, runs-out more Westward above Three Degrees and a half in Longitude, than the other drawn after the best *Spanish* Charts.

late them ; and that a small Number of Observations is not sufficient to settle the Position of the Coasts, which are of any great Extent.

It would be difficult as well as tedious to give an Account how the Coast from *La Conception* Northward to *Panama* was drawn, the Charts differ so-widely ; and the Coasts are so-little known even to the *Spaniards* themselves, that one is at a loss what to depend on. The *Spanish* Charts published by the Captains, *Rogers* and *Cook*, disagree extremely with each other ; as well as with the Journals annexed to them, and the late Chart published by *Don Juan*, above-mentioned. It shall suffice then to say, that Part was taken from one Chart or Map, Part from another ; and put together in the best Manner we were able, with such Helps as we could gather from the *Spanish* and other Journals, which have been published.

Let us now come to the Islands on the West Coast, which fall within this Sixth Sheet.

I have placed the Port and Isles discovered by *Sir Francis Drake* in 72 Degrees of Longitude, which is more than 10 Degrees more West than they are found in *Mr. Bellin's* Map of the World, and at the Distance of 160 Leagues from *Cape Pilares* at the West Entrance of the *Magallanic-Streights* : whereas *Mr. Bellin* puts them at not much above half that Distance. I likewise insert other Islands between the former and the said Cape, which *Mr. Bellin* has omitted. He has likewise omitted other Isles particularly the *Duke of York's* Island in 50°. 37'. South, discovered by Captain *Sharp* in 1681, about 60 Leagues from the *Patagon* Coast.

The Islands of *Juan Fernandez* are situated according to the Observations made aboard the *Centurion*, in *Lord Anson's* Voyage, compared with those of *Sharp*, *Cowley*, and other *English* Navigators.

The *Gallapagos*, or *Incanted Islands*, as the *Spaniards* call them, which lie under the Line, seem to be better known to the *English* than any other Nation, as they served for lurking Places to their *Bucaniers* or *Cruizers*. In 1684 *Capt. Cowley*, who then served as Pilot to *Captain Eaton*, was at most of them in search of *Water*, and gave Names to them. He makes them in all Fifteen, exclusive of Two Rocks ; whereas the *Spanish* Chart of *Don Juan*, exhibits no more than Fourteen.

As *Cowley* examined most of these Isles, and named several Harbours in them, I have followed the Draught inserted in his Voyage, rather than the *Spanish* Chart, which hath very little Agreement therewith, either as to the Situation or Names of Places ; only *Don Juan's* *Isabella*, seems to be *Cowley's* *Albemarle*. This is a long Isle, and the most outward in the *Spanish* Chart ; in which Chart, that and *York Isle* are joined in one : For being very close together at the Ends, the *Spaniards*, who perhaps viewed them only at a Distance, took them to be the same ; but then they ought to have given it a Breadth almost equal to the Length. For all *Mr. Bellin* refers to *Eaton's* (or *Cowley's*) Chart, in his Memoirs, yet it does not appear that he made the least Use of it, in his Chart of the *Pacific* or *South-Sea*, any more than of *Don Juan's*.

The Islands situated under the Line, about 150 Leagues to the West of the *Gallapagos*, were according to *Mr. Bellin*, discovered in the Year 1668 ; and that named *Gallego* lying still more Westward, and about One Degree North of the Equator, in 1695.

The

The FIFTH SHEET.

THIS Sheet exhibits Part of the *South-Sea*, containing in Extent from North to South 60 Degrees of Latitude, and from East to West 185 Degrees of Longitude.

As the Way to the *East-Indies*, across the *South-Sea* to the South of the Line, is not much frequented, this Part of the Ocean is very little known, and that only to about the 25th Degree of Latitude. Most of those likewise who sailed in this Tract, performed the Voyage without seeing any Islands*; as *Magallan*, *Drake*, *Candish*, *Van Noort*, *Spilbergen*, *Dampier*, *Woodes Rogers* and *Shelvocke*. On the other Hand, they who saw any, as the first Discoverers, have left such imperfect Accounts that they are scarce of any Use: For they seldom mention the Longitude or Distances; and rarely the Latitude with any Accuracy; contenting themselves to say they saw such an Island about the 16th Degree of Latitude, or between 10 and 12 Degrees. As if they thought so vague a Direction sufficient; or that the Places might be found again by the capricious Names which they imposed on them.

Hence it is, that there are in the *South-Sea* many Islands, which may be called *Wandering-Islands*; that is, such whose Situations cannot be fixed by Geographers. Of this kind is the Island of *St. Peter*, placed by some in Latitude 21°. 20'. Longitude 130°. by others in Latitude 13°. 00'. Longitude 118. In short we are told its very Existence is disputable. The Islands of *St. Paul*, of the *Nageurs*, the *Piscadores*, the *Jardines*, *King's-Islands*, and several others are of this Sort.

After what has been said on this Occasion, it may suffice to add in general, that I have placed those Islands the best I could according to the Journals of the Navigators, who touched at them. In consequence of this I have been obliged often to differ from the Charts of Messieurs *Bellin* and *Brouckner*, from 20 Minutes to near Two whole Degrees in the Latitude; which is the more remarkable as we never disagree above 30 Minutes with respect to the Longitude, excepting in one Instance, where the Difference between us amounts to Three Degrees.

I have conformed myself to Mr. *Bellin's* Ideas concerning the Situation of the Islands of *Solomon*; and have supposed with him the Islands of *Guadalcanar*, and *Santa Cruz*, to be the same: Although I am far from being fully satisfied as to that last Article, there is so great a Disagreement among the Accounts given by different Authors relating to these Discoveries.

Herrera, by some Mistake, gives Two different Situations to the Islands of *Solomon*, placing them first 800 Leagues, and afterwards 1500 Leagues from *Lima* in *Peru*†. As this Diversity created an Uncertainty among the Geographers, some have given them the first kind of Situation, as *Dudley* in his *Del Arcano del Mare*, joining them with the Islands of the Marquis of *Mendoza*, above 45 Degrees more to the East: Others, as *Sanfon*, assign them a Situation, conformable

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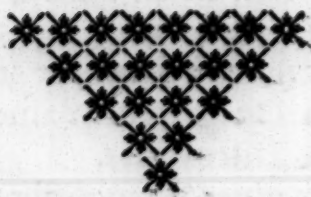
* This may be applied also to their Voyages to the North of the Line.

† Agreeable to the Computation of *Ferdinand de Gallego*, Pilot to *Mendanna*, in his first Voyage, as *De Quiros* was in his second.

able to the second Account. Hence, Mr. *De L'Isle*, in his Map of the Southern Hemisphere, published in 1714, exhibits them in both Sorts of Situations.

I have placed the East-Coast of *Terra Australis de Spiritu Sancto* (Part of which though lying in the Eastern Hemisphere, falls within this Sheet) about 186 Degrees West of the Meridian of *Ferro*, which is three Degrees more Eastward than Mr. *Bellin* puts it; and consequently give to *New Guinea*, to which it probably belongs, a so-much greater Extent, as it seems to require. There are doubtless many large Countries or Islands in this Part of the *South-Sea*: But the published Account of *De Quiros* is so imperfect, that there is no laying-down any Thing from it with Certainty; only I have placed the Port of *La Vera Cruz*, in the Latitude of $15^{\circ} 40'$. and marked it as observed. I have likewise inserted the Names of the Bays and Rivers mentioned by him.

The Situation given to the Isles along the Coast is Guess-Work. On no better Authority have I assigned the Name of *Tukopia* to the most Southerly of them; only it is the Name of one of those Twenty which *De Quiros* mentions as lying on that Coast, and nearest to the Country of *Manikola*, five Days distant. I should likewise have added the Name of *El Pilar de Saragossa*, to one of the most Northern Islands; could I have been certain, that it was the Island of *Pilar*, mentioned also among the Twenty, which that Navigator places near *Fanofano*, a great and populous Island, three Days Sail from *Taumako*. As these Names, besides those of *Shikayana*, *Guatopa* and *Nupon* (Three other great Islands) are the *Indigenous*, they may be found by future Voyagers; and the other Islands by Means of them: But it will be impossible to discover to which of them belong the Names imposed by *De Quiros* himself. For this Reason I would recommend it to Navigators upon every New Discovery, if possible, to get the Names given to Places by the Natives, which will be a sure Means of finding them again.



POST-



P O S T S C R I P T.

SINCE the preceding Remarks went to Press, there has come to Hand Mr. *Buache's* Map, just published, of the *New Discoveries in the North Parts of the South-Sea, drawn from the Memoirs of Mr. De L'Isle, De la Croyere.* In this Map Mr. *Buache* has inserted a long Advertisement, concerning the Projection he makes use of, for which there was no manner of Occasion; instead of a Table of Observations, or an Account of the Authorities, whereon such considerable Additions and Alterations are grounded: A thing which seems to have been absolutely necessary; since without such Vouchers the *New Discoveries* have nothing to support them, or intitle them to the Credit of the Public. In Effect it does not appear from the Map itself, that any of the *New Discoveries* can be absolutely depended on, as real, excepting Two or Three Islands and Pieces of Coast: Whose Existence is in some Measure ascertained by the Routs of Navigators, delineated therein; which, with those Discoveries themselves, we have inserted in our Chart from the said Map. These are, First, A great Tract of Land to the North of *Siberia*, opposite to the Mouth of the River *Kowima*: Secondly, The Piece of Coast adjacent to the North-East Part of *Siberia*, extending from 63. to 67 Degrees of Latitude: Thirdly, The Coast to the East of *Kamchatka* in Mr. *De L'Isle's* Rout from thence to *America*: And Fourthly, The Pieces of *American* Coast between 55 and 58 Degrees of Latitude, discovered by Mr. *De L'Isle* and Captain *Tchirkow*.

The other Additions or Improvements, introduced by those Gentlemen, consist of a vast Inland-Sea, or Bay, to the North of the Country named in our Chart *New-Albion*; and the Discoveries of Admiral *De Fuentes*, or *De Fonte*, in 1640. This Sea, or Lake, is represented of a vast Size, no fewer than 15 Degrees in Extent from South to North; and its Breadth about Two Thirds of its Length, with some Islands towards the Middle. It is made also to communicate with the *South-Sea*, by the two Inlets or Streights of *D'Aguilar* and *De Fuca*: Which last, as already mentioned,

tioned, I take to be fictitious. If there be such a Sea or Lake (for Mr. *De L'Isle* is quite silent as to Proof) 'tis probably no other than the vast Lake mentioned by *La Honton* and others, from the Report of the *Indians* in those Parts; and called by some the Lake of *Tabugluk*, *Tboyago*, and the like.

With regard to the Discoveries ascribed to Admiral *De Fonte*, and his Captain *Bernardo*, I ought no longer to wonder that Two or Three of my Countrymen, who do not make Geography their Profession, should be misled by the Journal of that Admiral's Voyage *; since I find the Premier Geographer of the King of *France*, and one of the most eminent Astronomers of the Academy of Sciences, so far imposed on by it, as to take it for genuine, notwithstanding it carries so many glaring Marks of Forgery on the Face of it: Some of which I have already pointed out †.

What seems still more surprizing is, that, although they take the Relation of that Voyage to be genuine, yet they scarce follow it in any one Particular; but represent the whole in a Light quite contrary to it, as well as inconsistent with its Design: So as to induce one to think that they gave no Credit to it themselves, at the same Time they adopted it; and only made use of it to set-off their own minute Discoveries, by connecting them with those considerable ones ascribed to the *Spanish* Admiral: In short, to dazzle the Eyes of the Public with a grand Appearance of Rivers, Lakes, and Towns; which are in reality, for the general, merely imaginary.

If *Messieurs Buache's* and *De L'Isle's* varying from the Journal, does not shew that they thought it spurious; yet the bad Light which that Variation sets it in, would cause it to be looked on as spurious, even though it was in itself perfectly genuine: For Instance, in the Map, *Rio del Reyes* is placed in about 63 Degrees of Latitude, though in the Journal it is laid-down in no more than 53. In consequence of this enormous Difference, the Lakes, Rivers and Places, mentioned in the Journal, are raised in the Map Ten Degrees more North than they ought to be. Accordingly the *Indian* Village, at the End of *De Fonte's* Voyage, is inserted, not towards the Coast of *Hudson's-Bay*, which about the Year 1640 Ships from *Boston* did frequent, and where possibly they might have been met with; but so far North as the Latitude 72°. 20'. towards the West-Coast of *Baffin's-Bay*, where we may venture to affirm, never any Ship, excepting one, namely *Bilot's*, ever was; where no Vessel probably ever can arrive on account of the Ice, which makes that Shore inaccessible, as has been observed above §: and where it is scarcely to be supposed that there is any Opportunity for Trade, or even that Inhabitants are to be met-with.

Again the Lake *Valesco*, which ought to lie between the Latitude of 55 and 60 Degrees, is placed beyond 65 ||: And Captain *Bernardo* is made to sail out of it South-West, instead of North-ward, by a River or Opening into the *Tartarian-Sea*; in order, as it should seem, to correspond with the Journal, which places

* See before, Page 23 and 24.

† Ibid.

§ Page 12.

|| It is made to extend beyond the 77 Parallel, that is 12 Degrees in Latitude from South to

North, and 30 Degrees in Longitude from East to West: Without the least Authority from the Journal for either the Shape or Dimensions which are given to it in the Map.

places that Opening in Latitude 61. This is the only Point in which the Representation of this Discovery agrees with the Journal, as to the Situation of Places, and that without any Necessity: Since the Opening might as well have been put out of its Latitude as any Part else; and if placed in 71 Degrees, would have comported better with the Alteration made in the Disposition of the whole, as well as with the Journal so far as relates to the Course or Bearing.

However that be, by connecting that Opening with the *American-Coast* opposite to the most Eastern Point of *Siberia*, the Map places it 15 or 20 Degrees more West than the Journal authorizes or requires; and makes the Distance between the Place where *Bernardo* is pretended to have landed on that Coast, in 79 Degrees, and the Head of *Baffin's-Bay* above twice greater than I make it by my Chart, viz. above 80 Degrees in Longitude, which in that Parallel amount to at least 850 Miles. So that Messieurs *Buache's* and *De L'Isle's* Map furnishes a stronger Argument against the Probability of the Sailor's pretended Journey over-Land, that is, against the Veracity of the Journal, than the Journal itself; which I shall not scruple to repeat, is as palpable a Forgery, as that Map is a palpable Perversion of it.

It is easy to see that the Reason of Mr. *De L'Isle*, approved of by Mr. *Buache*, for departing from the Journal, was to connect the Discoveries attributed to the *Spanish* Admiral *De Fonte*, with the later Discoveries made by himself and the *Russians*. But whether such a Motive can justify his deviating so extravagantly from the Journal which he takes to be genuine; or whether he ought to have considered as genuine a Journal, which he judged to be false or incorrect in so many essential Points, must be left to the Decision of the Public.

If there was a Necessity for placing *Bernardo's* Entrance into the *Tartarian-Ocean*, in 61 Degrees of Latitude, there was much more Reason for putting the *Rio del Reys* in 53 Degrees; since the Design of the Voyage was to search if there was any Passage for Ships from *Hudson's-Bay* to the *South-Sea*; and the placing it higher, especially so far North as 63 Degrees, is utterly inconsistent with that Design: Hence it is evident that there can be no Mistake or Corruption in the Number 53, which is doubtless that inserted by the Author of *De Fonte's* Voyage. This Messieurs *Buache* and *De L'Isle* must needs have been sensible of: But, the Truth is, they saw themselves under a Necessity of either placing that River 10 Degrees more Northerly than it ought to be by the Journal, or else rejecting the great Inland-Sea, which they make to extend to the Latitude of 60 Degrees. It is plain then that either the Inland-Sea must be a Fiction, or the Journal a Forgery. And if they have any good Authority for inserting the former, it may be asked how they came to exhibit in a Map as genuine, the pretended Discoveries of *De Fonte*, which from that single Circumstance only they must have been conscious were spurious?

Yet to make this chimerical Representation pass the better, they lay down the Coast and Islands which Mr. *De L'Isle* saw, as the beginning of the Gulf of *St. Lazarus*: Although they have no Evidence, but from the Journal, that there is such a Gulph; or if they had, yet they have no

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Ground to suppose those Isles to be Part of it. For, by the Route of his Voyage, traced in the Map, he saw but Two or Three at most: And can there be no Islands on that Coast, but what are in the Gulph of *St. Lazarus*?

I reserve what more I have to say against both the Journal of *De Fonte's* Voyage, and Mr. *De L'Isle's* Map of his Discoveries, for a Memoir to support a Chart which I have prepared of the Countries round the North Pole: In order to shew the Probability of both a North-East and North-West Passage; either by going round the North-Coasts of *Asia* and *America*, or else, sailing directly across the Pole itself. In the mean Time I shall venture, upon the whole, to say, that the Discoveries ascribed to Admiral *De Fonte* have no real Existence in Nature; and that however commodiously they may help to fill-up a Map of the North-West Part of *America*, they ought in reality to have no Place there.



F I N I S.

ERRATA.

PAGE 5. line 22. *for two read too*; *ibid.* l. 33. *f.* Chart *read* Charts. p. 8. l. 31. *f.* 63°. 3. *r.* 63°. 8. p. 9. first Note, l. 4. after *farther* *r.* North. p. 10. l. 8. *f.* heave *r.* have. l. 11. *f.* Eastern *r.* most Eastern. p. 11. l. 10. *f.* Grace *r.* Mercy; and last Note *f.* 68°. *r.* 69°. 20. p. 12. l. 11. after *Leagues* *put* due East. p. 18. l. 33. *f.* Critics *r.* Critic, *or* Critique. l. 34. *f.* Capo *r.* Cayo. *ibid.* l. 35. *f.* Course *r.* Name. p. 20. l. 1. *f.* Latitude *r.* Latitudes. p. 22. l. 10. *f.* Cabadongoa *r.* Cabadonga. p. 23. l. 23. *f.* large *r.* a large. p. 25. l. 5. *f.* come-in *r.* comes-in. p. 32. l. 22. *f.* prevent *r.* pervert. p. 34. l. 20. before *Navigator* *put* able. p. 35. l. 1. *f.* 1702 *r.* 1722; *ibid.* l. 32. *f.* Isles *r.* the Isles. p. 39. l. 13. *f.* Inlets *r.* Islets.

